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BOSTON, CONCORD & MONTREAL

Its Early History and the Men Who
Helped to Make It



BY C. E. CASWELL

Compliments
of my friend
C.W. Adams
agt. Tilton

Charles H. Adams

BOSTON, CONCORD & MONTREAL

STORY OF THE BUILDING AND EARLY
DAYS OF THIS ROAD



BY C. E. CASWELL

1919
THE NEWS PRESS
Warren, N. H.

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DEDICATED to the memory of the pioneers who made railroad history in the north country with hand brakes and wood burning locomotives, when railroad-ing was in its infancy.....Good and true men, the most of whom have finished their work, lain aside their grimy suit of blue for a robe of white and passed to the great beyond..... Many of whose names are spoken almost with reverence; though they are dead they yet live and their works will never die.....May their ashes rest in peace, for "they builded better than they knew."

—C. E. CASWELL.

Warren, N. H.

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BOSTON, CONCORD & MONTREAL.

Story of the Building and Early Days of This Railroad.

BY C. E. CASWELL.

The first railroad in the United States was at Qunicy, Mass., from the granite quarries to the Neponset river, and it was run by horse-power. As early as 1782, Oliver Evans of Philadelphia patented a steam-wagon. He built a high-pressure engine, placed it on wheels, and it transported itself a mile and a half. But it was not until 1829 that a locomotive was actually running in America. The first American engine to be run in the United States was the "Tom Thumb", constructed by Peter Cooper and placed on the Baltimore and Ohio road in 1830. This was too small to be of practical service; but the same year the locomotive "Best Friend" was built in New York and put on the road between that city and the town of Hamburg, being the first working locomotive built in America. The first actual and practical use of a locomotive on an American road was on a railroad built in 1828 by the Delaware and Hudson canal company from their mines to Honesdale, the terminus of the canal, and where a locomotive imported from England was running in the summer of 1829.

At the New Hampshire legislature in 1844 the Boston, Concord & Montreal Railroad was chartered to be built from the town of Haverhill to Concord. The charter in part read:

"Be it enacted by the Senate and House of Representatives in General Court Convened,—That James Cofran, Zanes Clement, John Taylor, William Badger, Stephen Gale, David Pingree, Warren Lovell, Samuel Bean, Obadiah Smith, Walter Blair, William Russell, Josiah Quincy, John Page,

John McClary, John McDuffee, Wm. A. Woods, Samuel Ross, Daniel Patterson, William V. Hutchins, Artemus Morse, Cyrus Eastman, William Brackett, James Allen, Samuel Hutchins, Jacob Kent, Jr., their associates, successors, and assigns, be and hereby are made a body politic and corporate by the name of the Boston, Concord & Montreal Railroad, and by that name may sue and be sued, prosecute and be prosecuted to final judgment and execution, and are hereby vested with all the powers necessary and proper to carry into effect the purposes and objects of this act; but shall hold no more land exclusive of that within the limits of the road and land purchased to procure stones, sand and gravel than shall be worth at the time of its purchase five per cent of the capital stock of the corporation.

The said corporation is hereby authorized and empowered to construct and finally complete for public use, and keep in use a railroad, beginning at any point on the westerly bank of the Connecticut river opposite Haverhill or Littleton in this State, or any town on said river between the towns aforesaid, thence passing in the direction of the Oliverian route, so called, to Plymouth, thence by a route over and in the direction of the valley of the Pemigewasset, or Winnipissiogee, or Merrimack rivers, or over and in the direction of said rivers or such part of the valleys of either of the same, as shall be deemed best to accomodate the public, to any point in Concord or Bow, so as to enter on the Concord railroad, and having the right to use the same or any part thereof, paying therefor such a rate of toll as the Legislature may from time to time prescribe, and complying with such rules and regulations the said Concord Railroad Company may establish. Provided, that if said Boston,

Concord & Montreal Railroad shall be located and constructed so as to enter the valley of the Merrimack river at any point in the town of Franklin, or at any point between said town and the point where it shall enter in and upon the Concord Railroad aforesaid the Northern railroad having been first located and constructed; the said Boston, Concord & Montreal Railroad shall have a right to enter in and upon said Northern railroad at such point and have the right to use the part thereof between such point and said Concord railroad, subject to such toll and laws as the Legislature may from time to time prescribe, and the by-laws and regulations of said Northern Railroad."

The last Section of the charter says "No person who is not a citizen of the United States, and living within the jurisdiction of the same, shall ever be an officer or conductor of this corporation." The charter is signed by HARRY HIBBARD, Speaker of the House of Representatives; TIMOTHY HOSKINS, President of the Senate; and Approved by JOHN STEELE, Governor, December 27th, 1844. Seven days later Secretary of State, THOMAS TREADWELL affixed to the charter the state seal over his signature, dating it January 3, 1845.

New Hampshire railroad laws at that time (74) years ago, were few and brief. Those on the statutes at that time comprised but twenty sections. There was no difficulty in disposing of stock of the new corporation sufficient to warrant the beginning of construction. Previous to granting of the charter a survey had been made from Haverhill (Woodsville) to Concord by John McDuffee at a cost of a thousand dollars, and Section 10 of the charter stated that if a railroad was constructed over the

route or under the charter the corporation must reimburse McDuffee to that amount.

Jeremiah S. Jewett drove the first stake at Concord for building of the road. Later Mr. Jewett engaged in the mercantile business at Warren and for years made money. Later in life he became a Methodist minister.

Work of building the road went steadily on and the first printed report the corporation issued was in 1848; (71) years ago. Up to that time there had been expended \$325,608.06 and for this amount of expenditure the road had been built from Concord to Sanbornton Bridge (now Tilton) and was then ready for use. From Sanbornton Bridge to Lake Village the road was well under way in May of that year; but beyond Lake Village not much had been accomplished aside from the survey. The 18 miles of road from Concord cost approximately \$215,176 11. The cars and engines for working the road, that had been purchased and contracted for up to that time, according to the annual report of the directors were as follows: 1 small engine, for gravel train; 2 eighteen ton passenger engines; 1 twenty ton freight engine; 4 eight-wheel passenger cars; 10 eight-wheel box freight cars; 6 eight-wheel platform cars; 8 four-wheel box freight cars; 8 four-wheel platform freight cars; 5 dumping cars; 2 pairs of baggage cars. Of these, at that time, the small 18 ton passenger engine, four passenger cars, six 8-wheel platform cars, and fifteen dumping cars had been received and paid for and were in use upon the road. The residue were to be delivered from time-to-time, and the directors in this report stated it would require about \$33,000 to pay for them. The iron for the twenty-nine miles from Concord to Lake Village at this time had been obtained

on very favorable terms. The pattern adopted was of the weight of 50-lbs. to the yard but by laying the track with bearings of two feet and six inches it was believed to be of equal if not greater strength than a heavier rail with the usual bearings of three feet. A few months previous to this the directors sent an agent to England who made contracts for twenty-two hundred tons of rails, at a price which would lay them down in Boston at a cost not varying materially from about \$60 per ton, and about \$60,000 were remitted in advance as part payment. By the terms of the contract, fifteen hundred tons were to be shipped in the summer, so as to allow the road to Sanbornton Bridge (Tilton) to be opened in the fall of 1847. This expectation was disappointed by the failure of the contractors to ship at the time agreed upon, and in consequence the opening of the road was delayed until the next spring. For this delay damages were claimed, and by agreement four thousand five hundred dollars were allowed in money, and a contract taken for further quantity at a reduced price. Two shipments, amounting to 350 tons, were lost at sea, but were covered by insurance at a valuation which enabled the corporation to realize a profit of nearly \$3,000. These two items served to reduce the cost of the rails from Concord to Sanbornton Bridge (Tilton) to about \$58 per ton.

The Boston, Concord & Montreal Railroad was chartered within the right to construct a railroad from Concord to Haverhill, and could under the charter extend the same northwards to the north line of Littleton. The time allowed by the charter for such work was until the year 1855.

The directors in their report of 1848 said "it has been proposed, and some efforts it is understood have

been made, by some of the kind friends, who, though not themselves stockholders, have been in times past so exceedingly anxious to watch over the interests of this corporation, that the road should stop at Meredith. The directors can only say, that in their judgment the proposition to stop at Meredith would be equalled in folly only by a proposal to stop all existing railroads at a point at which they are now. The history of railroads in this country is a short one, but thus far no instance is recorded of a railroad being discontinued at any point beyond which there was a country to extend into. The rule seems to be one of constant progression. It is not believed the Boston, Concord & Montreal Railroad will prove an exception." "The idea that the people of Northern New Hampshire would be content to see the enterprise cut short at Meredith, and left to the accommodation of a mere spur or branch from the Northern Road, owned by a corporation whose sympathies and interests are not in harmony with theirs, and to extend a longer or shorter distance, at their will and pleasure is absurd. The people of northern New Hampshire wish to see our road completed, and in this feeling they have been sustained by a very large majority of the people of the state, who have repeatedly expressed their views through their representatives. The directors do not believe that this corporation itself, if disposed, could prevent the extension of the railroad from Meredith to Haverhill. Should we abandon the upper part of the route, another corporation would no doubt be immediately created, to build another road over it." The board of directors consisted of the following gentlemen: Josiah Quincy, President; E. Hasket Derby, T. Farrar, Zenas Clement, S. C. Lyford, Ira Goodall, James M. Whiton.

On the 22nd day of May, 1848, regular trips of passenger trains commenced between Concord and Sanbornton Bridge (now Tilton), and a freight began to run the first of June of that same year. On the 8th of August the road was opened to Meredith Bridge (now Laconia) and to Lake Village (now Lakeport) the next October. On the 19th of March, 1849 it was further opened to Meredith Village. Thirty-eight miles of the road had been opened within twelve months ending on the 1st of May of that year. In addition to this, three miles more of road-bed had been prepared and was then ready for the rails to be laid down, carrying the road to the foot of Fogg's hill in New Hampton, and within nine miles of Plymouth.

During the time the cars had been running up to May 1, 1849, a period of only twenty-two days of one year, the directors stated it worthy of note, that in only one instance had there been a failure to meet the connecting roads at the proper time, occasioned at the time of a heavy snow in the winter by an irregular transmission of orders. Up to that time no accidents had occurred on the road, no life had been lost, nor so far as could be learned had any material injury occurred to any person or to the property of the company. The amount paid for damages to that date was \$22.76 for a cow destroyed by one of the locomotives the previous October.

At the session of the legislature of 1848 a charter was granted and a company soon organized for the purpose of building a steamboat to ply on Lake Winnepesaukee. This enterprise insured a large increase of travel over the road during the summer months. The railroad aided the new company in building such a steamboat to the extent of \$5,000 and the side-wheel propelled Lady of the Lake was built.

The directors in their report this year mentioned the fact that depot buildings and station houses had been built as needed. They were of neat appearance and conveniently arranged. The repair shop was at Lake Village, a most convenient point and affording, at comparatively little cost all the facilities for keeping the railroad machinery in a most effective state.

The final survey started for the roadway between Meredith and Plymouth. By a re-survey a saving was made in crossing the Summit in Holderness of some \$20,000 or more by the change in the location of the line on one section alone. Between the Summit and the Pemigewasset, an entire change was made and another important saving thereby effected. The re-surveys between West Rumney and Wentworth village resulted in the abandonment of a route through the Buffalo Pass, by which it was claimed was effected a saving of not less than \$13,000, even supposing the line had gone through the Pass at a 60 foot grade and no rocks encountered. At that time it was estimated that the saving by a re-survey from Meredith Bridge (Laconia) to Wentworth was not less than \$75,000, while the distance had not been increased half a mile.

Up to this time the road had three 18-ton passenger engines, two 20-ton freight engines, one gravel engine, four box freight cars, nine section or push cars, eight hand-cars for trackmen, besides the equipment of rolling stock on hand the year before. There were ready for delivery early in the summer of 1849 two new passenger cars and one new locomotive.

Right here it would not be out of place to publish a paragraph from the Boston Daily Advertiser, of February 1, 1849, giving the number of passengers over several of the principal railroads in Massachusetts, averaged, per train during that year.

These roads all terminated in Boston. Boston & Maine, averages per train 64 passengers; Boston & Lowell, 60; Boston & Worcester, 60; Boston & Providence, 48; Fitchburg, 47½; Old Colony, 43½.

During the year of 1849 contracts were made for about 30,000 sleepers to be delivered on the line of the road for 15 cents for hemlock, and oak or ash at 18 cents. Bridge timber for two bridges over Baker's river, amounting to about 80,000 feet at \$11 per thousand; the freight and passenger depot at Wentworth, was also finished at a cost of \$500. The freight and passenger depot at Warren, also engine house and car house was gotten under way and a little later completed at a cost of \$1,350. All the fencing from West Rumney to Warren was done at 85 cents a rod. In 1849 the Boston, Concord & Montreal property and equipment was as follows: Track from Concord to Plymouth, 51 miles and 480 feet; side tracks, 2 miles, 373 feet; blacksmith shop at Concord; depot and wood shed, East Concord; depot, Canterbury; depot and two wood sheds at Northfield; freight depot and engine house at Sanbornton, (Tilton); depot, Union Bridge; passenger and freight depot, Meredith Bridge (Laconia); Lake Village: repair shop, engine house, waste house, car house, wood shed, freight house, passenger depot; depot at Weirs Bridge; depot at Steamboat wharf, Weirs Bridge; Meredith Village: passenger depot, freight house, engine house and wood shed; depot at Holderness; Plymouth: passenger depot, freight depot, car house, wood shed, engine house; six car houses at sundry places for hand cars and road tools, turn tables at Sanbornton, Meredith, Lake Village and Plymouth; depot furniture, clocks, scales, safes, etc., valued at \$1,530.32; road tools, hand and gravel cars, etc., costing \$6,045.-

28; machinery and tools in shop, \$11,113.44; four 1st class passenger 18 ton engines, two 1st class 20-ton freight engines, 1 second-class gravel engine; 7 eight-wheel long passenger cars, 4 eight-wheel baggage and post office cars. Of the freight equipment there were 133 freight cars including box and platform cars. There were 15 gravel or dumping cars, 10 hand cars, 7 section cars.

With reference to free passing over the system during the month of April, 1850, passes were issued as follows: 22 agents, 23 directors, wood agents and clerks 27, road master and resident engineer 18, freight agent 6, paymaster's clerk 4, engineers 6, contractors 18, officers of steamboat company 18, railroad commissioners 5, relatives of a Mr. Dearborn, a B. C. & M. brakeman killed at Lowell, 6, section men, shop hands, station agents, conductors, brakemen, etc., 117

At this time (1849) there were employed in the running department two passenger conductors each receiving a salary of \$500 a year; three passenger brakemen at \$1.25 a day; two passenger engineers each receiving \$55 a month; two passenger firemen each receiving \$1.25 per day. General ticket agent \$500 per year.

Freight conductors received \$550 per year and there were three of them; one freight engineer at \$50 a month and one fireman at \$1.25 per day.

At Plymouth there was a general freight agent receiving a salary of \$750 a year. and two assistants at \$1.00 a day. The station agents received \$1.25 a day, with three or four exceptions where the pay was \$1.12½. At Canterbury the duty of station master was performed by the section gang. There was one switchman at Concord and he received \$1.25 a day. The paymaster and general bookkeep-

er received a salary of \$600 a year. Superintendent of the repair shop at Lake Village received \$800 a year; he had three machinists who were paid \$1.50 a day each, one \$1.25 and another who received \$1.00. The foreman of the blacksmith shop got \$2.00 a day. There were three assistants whose pay were \$1.00, \$1.17 and \$1.50 per day. The foreman of wood shop received \$2.00 a day while seven wood workmen each received \$1.50. There were two watchmen who also acted as switchmen at \$1.00 a day. The shop's time keeper was paid \$1.00 a day. These prices are given that may be noted the contrast in wages paid 70 years ago and the prices of the present day. At the time of these prices the road had nine sections of about six miles each, and the section foreman worked for \$1.25 a day and the other trackmen received \$1.00 a day; in all, nine men at \$1.25 and eighteen men at \$1.00 per day. There was one engineer of gravel trains working at \$1.50 and his fireman for \$1.00.

It was in June 1851 the road was completed to Warren and opened for business. At the annual meeting on the 27th of May, 1851 the directors were instructed to proceed with the remaining division between Warren and Wells River, at a cost estimated at \$500,000. Work was started at once and rushed to completion as fast as possible.

In the month of August, 1846 ground was first broken in Concord for the building of the Boston, Concord & Montreal Railroad. On the tenth day of May, 1848, the cars passed over the first section of the work, from Concord to Sanbornton Bridge (now Tilton) 18 miles. The road was further opened to Meredith Bridge (now Laconia) in August, and to Lake Village in October, of the same year; to Meredith Village in March, 1849; to Fogg's Hill in July

of the same year; to Plymouth in January, 1850; to Warren in June, 1851; and on the 10th day of May, 1853 the road was opened for public use to its terminus at Wells River—93 miles from Concord.

In 1852 the road met with some reverses. There were unusually heavy expenses for repairs that year including a wreck at the Weirs the fall before, and a number of freight cars had to be replaced. A number of freight cars were broken up by being derailed on the Manchester and Lawrence road the February before.

The first serious wreck to occur on the road took place in October, 1852 near the Weirs, which resulted in the loss of six lives, and injuries and bruises to some forty persons.

In those early days that discipline and strict rules in many particulars were maintained is evident, for in the annual report of the directors for the year 1852 they had a special message to the stockholders as follows: "The proper precautions for safety to the trains, passengers and freight, have at all times had the most anxious consideration of the directors and superintendent. The discipline of the road has been as rigid, it is believed, as can possibly be carried into effect. Under our system an employee is uniformly discharged for negligence, or neglect of orders which might possibly cause an accident, even if none should occur. Instances of neglect or disobedience have been rare but, when they have occurred, the discipline has been strictly enforced, even in one instance to the removal of a valuable man, whose duties were governed by time, for allowing his watch to stop. Care is taken to employ none but men of correct moral habits, and no person known to use ardent spirits is allowed to be employed about the road."

Mr. James N. Elkins, who from the start had been connected with the road as sort of general manager, performed his last day of active service May 10, 1853 on the day of the annual meeting of the corporation at Woodsville depot, which was the day the first train ran in to that station. Mr. Elkins passed away a few days later. By request of the directors, Mr. James M. Whiton, who had since the road was chartered, served on the board of directors, was appointed to assume the superintendence of the road pro tem and held the position for a number of years.

In 1854 the road owned fourteen first-class engines and the operation of the trains was being carried on with promptitude and dispatch. Twelve of the locomotives were made by the Boston Locomotive Works, one by the Globe Works, at South Boston, and one was constructed in the railroads' own shops at Lake Village. Besides these fourteen locomotives there were ten long passenger cars, and about four hundred and fifty freight cars.

Accidents were few and far between in early days and this fact was a matter of gratification to the railroad people as well as the public in general. In the winter of 1853 a freight conductor was considerably injured by the displacement of timber on a freight car in the month of January. Another accident which was unavoidable on the part of the train crew is told of a person said to have been intoxicated who lay down on the track near Lake Village one evening of the same year as mentioned above, and was run over in the darkness by a freight train and so much injured that he survived but a few hours. The freight conductor mentioned above was W. B. Douglas, who was on one of his trips, in Northfield was

struck by a stick of timber by some means working loose, carried off the top of the saloon car, and broke both of Mr. Douglas' legs. Mr. Douglas afterwards recovered and was made station agent at Woodsville. In March of that same year George Randall, (nicknamed Bobbie) fireman, in attempting to leap from an engine at Lake Village, struck the ice and fractured his thigh. Randall recovered, and for many years ran a locomotive between Woodsville and Concord. He was said to be one of the most faithful employes the road ever had.

Here follows some facts with reference to locomotives owned by the road in 1854 which have never before appeared in any newspaper or history, and published in this volume that future generations may realize in a measure the appearance of the early wood burning engines.

The Old Man of the Mountain, was a passenger engine with four drivers 5½ feet high, and weighed 22 tons.

Lady of the Lake, was the same weight but her drivers were six inches smaller. Both the above machines were inside connections.

Granite State was a freight engine with four and a half foot drivers, and outside connections. Her weight was 23 tons.

McDuffee was the same size and weight. Likewise she was a freight engine.

Old Crawford was a passenger engine with five and a half foot drivers. She weighed 22 tons and her connections were inside.

Josiah Quincy weighed 23 tons with the same size drivers and likewise inside connections.

Peter Clark was the same size in every way, but was used as a freight engine most of the time.

Moosilauke had 5 foot drivers, and weighed 24 tons.

James N. Elkins was a 23 ton passenger machine, with 66 inch drivers.

Winnepesaukee was a freighter of 24 tons and 5 foot drivers.

Pehaungun was the same size, weight and almost identically the same pattern as the "Winnie", as the boys used to call her.

Ahquedauken, a passenger machine of 22 tons, and 66 inch drivers and inside connections. All the above machines had four drivers.

Pony was a light gravel engine, having only four wheels, those 4½ feet high, and she weighed only 14 tons.

Paugus was a gravel engine of the same size, but weighed four ton more than the Pony. She likewise was a four wheeler, and those four wheels were the drivers, which were only 4½ feet high. The Paugus was built in the company's shops at Lakeport.

During the year 1855 another machine was built at the company's shops at Lakeport; this locomotive was named the Chocorua, with outside connections, five and a half foot drivers, and weighed 23 tons.

Joseph A. Dodge was appointed as general freight agent in the spring of 1852, and superintendent in 1860, and general manager on the death of John E. Lyon. In his young days he commenced work on his father's farm summers and teaching winters. Becoming dissatisfied with this method of obtaining a livelihood, he went to Boston and commenced railroading on the Boston & Lowell as shipping clerk in the freight depot under the venerable R. Sherburne, who was at that time master of transportation. When the B. C. & M. road opened up Mr. Sherburne was appointed freight agent of the road. He sent Mr. Dodge up as station agent at Sanbornton Bridge (now Tilton). When the road was completed to Lake Village, Mr. Dodge moved up and took charge of

that station, and also broke in agents at intermediate stations. When the road reached Meredith Village, Mr. Dodge moved up and managed that station. In January, 1850, the rails were laid to Plymouth and Mr. Dodge was again moved up the line and took charge of that station. He remained as a citizen of that town up to the time of his death. It was largely owing to the untiring energies of Mr. Dodge that the Boston, Concord & Montreal Railroad and its branches enjoyed the prosperity they did at the time of being taken over by the Boston & Lowell, soon after by the Concord Road and later by the Boston & Maine.

Mr. Dodge died at the age of 75 years, leaving an estate of \$100,000.

To connect the country farther north with the outside world the White Mountain Railroad was chartered in December, 1848, and opened from Woodsville to Littleton in 1853. In 1858, by authority of an act of the legislature, the White Mountain Railroad was sold at auction for \$24,000 and debts. It was bid off by mortgage holders, who organized a new company under the name of the White Mountain N. H. Railroad. This road was at once leased to the Boston, Concord & Montreal for five years at a rental of \$10,000 per year. The rental was increased to \$12,000 in 1864 and the lease extended twenty years.

In 1869 the construction of an extension of the White Mountain Railroad beyond Littleton was undertaken, and in 1872 the track from Wing Road towards the base of Mt. Washington was begun. In 1877 the original White Mountain Railroad between Woodsville and Littleton was taken over by the Boston, Concord & Montreal, by exchanging \$300,000 6% bonds for the capital stock of the reorganized road.

In 1880 the extension to Groveton was completed, and in 1883 the construction account of the line from Wing Road to the base of Mt. Washington was closed at \$446,000.

With the building of the Boston, Concord & Montreal Railroad from Concord to Groveton Junction, 145.45 miles there was encountered much opposition by the Northern Railroad and experienced great financial difficulties in carrying forward the work. A heavy floating debt was incurred on which excessive rates of interest were paid and some securities were sold at less than par to obtain money to carry on the work. The construction account was closed in 1856 and the property account then stood at \$3,045,226.67. The road was in the hands of trustees in 1857-8-9 and was turned back to the stockholders in improved financial condition, but no dividend was declared until 1867. From that date to 1885, 6% was paid on the preferred stock.

A few words with reference to the present day branches of the old B. C. & M., will be of interest to the old time railroad men as well as of historic value.

Whitefield & Jefferson Railroad.

This is a single track line from Whitefield to Berlin, 30.58 miles.

The line from Whitefield to Jefferson, 10.68 miles, was chartered in 1878 and completed in 1879. This road had existed to some extent for some time as a lumber road, and was owned jointly by the Brown Lumber Company, and the Boston, Concord & Montreal Railroad. The original cost is placed at \$100,000. Many improvements were made in the road, including the substitution of steel for iron rails in 1881-2-3, and the cost of the road and equipment in 1888 is given as \$189,504, capital stock \$200,000.

In 1889 the Concord & Montreal bought the one thousand shares of the Brown Lumber Company for \$100,000 and thus became the sole owner of the road. The extension to Berlin was begun in 1890 and completed in 1893 at a cost of about \$617,000. In 1892 a branch was built from Jefferson Meadows to the Waumbek House, 3.48 miles.

Profile & Franconia Notch Railroad runs from Bethlehem Junction to Profile House, and Bethlehem, 10 and 3.33 miles respectively. The line to the Profile House was chartered in 1879. It was built for summer travel and the guage was three feet. The branch to Bethlehem was completed in 1882. This was also narrow guage. About the year 1900 this road was relaid to broad or standard guage.

Pemigewasset Valley Railroad.

This is a single track line from Plymouth to Lincoln, 22.93 miles.

The original charter for the line to North Woodstock was granted in 1874, and the road was opened in 1883. The cost of the road and equipment was \$529,585. In 1895 the road was extended to Lincoln, and in 1896 the cost of the road and equipment was \$541,262. The cost to date is \$581,860.

This road was leased to the Concord & Montreal Railroad on completion, at 6% on its cost, for the term of ninety-nine years from 1883.

Tilton & Belmont Railroad.

This is a single track line from Belmont Junction to Belmont, 4.17 miles. This line was opened in 1888 and the 472 shares of stock issued were all bought by the Concord & Montreal Railroad for \$48,550.

Franklin & Tilton Railroad.

This is a single track line from Franklin to Tilton, 4.95 miles.

The line was built in 1890 at the joint expense of the Northern and Concord & Montreal Railroads. The original cost was \$245,708, which had been increased to \$268,249 in 1911. It was operated by the Concord & Montreal Railroad, to which it was leased in 1895 for the term of ninety-one years, at the nominal rental of \$1 annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad. In referring to the building of this line the report of the railroad commissioners in 1891 says: "We know of no other case in which so much money has been spent to so little purpose in a railroad project." Conditions are now improved and the road appears to be doing a considerable business.

Having dwelt at some length on the building of the old road, in justice to those who helped to make railroad history on the Boston, Concord and Montreal thirty to fifty years ago it is but fitting that at least mention be made of the good and faithful men of those early times.

First I will mention Ed Sanborn. Mr. Sanborn was not the oldest man on the road by any means, but the writer has fond recollections of him, and there certainly was but one Ed Sanborn. In the Warren News of December 27th, 1918 there appeared the following:

Word has been received that Ed Sanborn was killed in a head-on collision of two trains last Monday, (Dec. 23) at McCrook, Nebraska. He was an engineer on one of the fastest expresses in the west with headquarters at Lincoln, Neb. Ed Sanborn will be remembered by older people hereabouts up and down the line, as thirty-five years ago in the old Boston, Concord & Montreal

days he used to run a way freight between Boston and Woodsville as conductor. He later went west and secured a railroad job and soon after there was a general strike of locomotive engineers on the Chicago, Burlington & Quincy; Sanborn having had more or less experience here in the east with the old wood burners claimed he could run a locomotive and was given a chance, made good, and for more than twenty-five years he ran a locomotive on the C. B. & Q. A little while after Sanborn went west it was his good fortune to buy some real estate at a nominal price at a certain point on a prairie on his run. Later someone needed a side track there; it was built and known as Sanborn's Siding; time went on and a flag station was built there. Engineer Sanborn bought more real estate thereabouts and a hamlet grew up in the vicinity. Sanborn invested more, built a block as the town grew, and today if you look at a map of the state of Nebraska, follow the Chicago, Burlington & Quincy Railroad out some forty miles from Lincoln, you will find the thriving town of Sanborn, named for Ed Sanborn, one of the old time Boston, Concord & Montreal conductors.

The following week there came from Ex-Supt. George E. Cummings, Woodsville, an interesting letter with reference to the early days of the road. This letter and quite a few others were published in Warren News from time to time, and for their historical value follow that of Mr. Cummings':

Friend Caswell:

We read with interest the news of the death of Ed Sanborn in the Warren News of Dec. 27th, which you so kindly sent. Reading the article brings to mind the old B. C. & M. and the many changes that have occurred in the fifty years we have

been a part of the working force. We recall but one employee of the White Mountain, division of fifty years ago now living, and that is George Hutchins. Hutchins left the B. C. & M. to work for the Whitefield & Jefferson road, coming back a few years later when that road was leased and turned over to the Boston & Lowell.

Who now remember the old days when Warren was the principal station north of Lakeport; the days when all freight trains took wood and water there? Then Arthur Knapp had hundreds of men and scores of teams constantly in the wood, lumber and bark business. Mrs. Knapp was the best cook in the country and besides feeding her own family and help, was always ready to give the trainmen a good meal. Morrill Sanborn was station agent and he had to go up to Jerry Jewett's store to telegraph. Then Sam Hoitt mended rails in the old engine house which was later moved across the track and is now the freight depot. Dave Marsh kept the hotel and furnished food to travelers and drink to all who had the cash to pay for it. John Butler run the stock train, Bill Rollins and Dave Fergusson the passenger trains. George Eastman, fat and jolly, with Bill Kimball who always "got there" for years with what was known as Eastman's train. Far-rar, the way freight conductor had a sign on his caboose door indicating that he also dealt in butter and eggs for the Boston market.

In those days the offices were in Plymouth, Mr. J. A. Dodge was in command, with Jim Rogers, Will Brackett and Charles Whittier to help him. Those were happy days; but all these have joined the innumerable caravan which moves to that mysterious realm where each shall

take his chamber in the silent halls of death.

With all the compliments of the season,

Yours truly,

G. E. CUMMINGS.

Woodsville, Dec. 30, 1918.

The following communication written by Mrs. White of Wentworth, a lady between eighty and ninety years old, will interest many and is quite remarkable for one in her advanced years.

Editor News:

I was much interested in the Mr. G. E. Cummings' article in the News last week. It brought to my mind an instance when Ed Sanborn was conductor in the old B. C. & M. days. Trains were few and only one passenger train a day, so it was quite convenient to ride on a freight now-and-then for the rules were not as strict in those times as now. On this particular occasion Ed Sanborn was conductor, Frank Johnson, brakeman, John Marsh, Sr., engineer, and Geo. Sherwell, fireman on a certain freight. It was nearly fifty years ago when one day I was called to Concord by the illness of a lady who was engaged to marry George Sherwell the fireman of the freight. Sarah Morey of Orford accompanied me, day was cold and freight late. To make matters worse some of the pipes about the engine froze, water got low and they had to melt snow to continue the trip. At Lakeport (then Lake Village) conditions were somewhat improved, but we nearly froze, the caboose was so cold. I recollect Mr. Sanborn gave us his bunk and we went to bed to keep warm. At 5.30 the next morning we arrived at Concord—twelve hours ride from Warren.

The lady I went to Concord to care for recovered and was afterwards married to George Sherwell. The

Sherwell family and myself are the only ones now living who recollect that trip.

Mr. Cummings mentioned John Butler. I knew him well and was on the train by which he was killed about forty years ago. He caught his foot in a "frog" and was unable to extricate himself, the train bore down upon him cutting off both legs and he died soon after.

MRS. C. D. WHITE.

Wentworth, N. H., Jan. 5, 1919.

Since considerable is being said with reference to the old Boston, Concord & Montreal days, when rail-roading was carried on vastly different from today, and as Mr. Cummings recently made reference in his communication to "the old wood burners", the writer's mind reverts back a few years at least; forty or more, when the railroad men whom Mr. Cummings mentioned were in their prime and doing their bit towards developing the north country and making railroad history in the White Mountains.

Many of the older people look back with interest to the locomotives of their youthful days, brilliant with gay color and shining brass and each with a name. Every engineer then had his locomotive all to himself. Nobody else used it. It was the engineer's own and he took great pride in it and its appearance. In those early days of the B. C. & M., its power equipment consisted of about a dozen locomotives at first, and others were purchased as time went on and business increased. These additions continued from time to time until the road was taken over by the Boston & Lowell in the early 80s. The early wood burners were insignificant contraptions compared with the present day locomotive, as much so as the first automobile was a contrast from a Pierce-Arrow or Packard of the automobile creation

of today. The locomotives each bore a name and number, the latter being on a round disc on the smoke oven front of the boiler and on the rear of the tender. The former was artistically painted on the sides beneath the windows of the cab.

When a lad the writer used to take pride in being able to repeat from memory the names and numbers of each locomotive on the entire system; but forty years or more has practically blotted from memory the number of each with the exception of possibly half a dozen, while the names have always remained with us.

Here is a list of the old wood burners as we remember them: Granite State, McDuffee, Lady of the Lake, Crawford, Peter Clark, Paugus, Winnipiesaukee, Pehaungun, J. N. Elkins, Ahqueduken, Littleton, Chocorua, Belknap, Laconia, Moosilauke, Franconia, Lancaster, Plymouth, Ammonoosuc, Carrol, Gilford, Coos, Northumberland, Tilton, Fabyan, Profile, Stranger, Tip-Top, Mt. Washington, Ashland, Bethlehem, Lisbon. In early history of the road there was Mountain Maid, Josiah Quincy, Jennie Lind and Old Man of the Mountain, mention of which is made elsewhere.

Later there were Warren, Haverhill, Campton, Thornton, Northfield, Canterbury, Wentworth. These last machines if my memory serves me correctly were purchased by the Boston & Lowell, and were not all wood burners, possibly with one exception, the Warren. There were also several machines taken over from the Brown's Lumber Company with the Whitefield & Jefferson Road, among them being Star King, Kilkenny, Waumbek and one or two others.

Captain and Triumph were two machines put into commission by the Boston & Lowell. Soon after, the names were removed and numbers substituted. The old "tubs" lost

their identity and one by one went to the scrap heap.

As the years came and went wood became scarce and two of these locomotives were changed from wood to coal burners, as an experiment. These machines were the Warren and Haverhill. The change proved very unsatisfactory for the fact that maintaining steam with coal required greater skill than with a wood fire and experienced coal firemen were not available, and after a few months the grates were changed back for wood. A year or two later however more modern methods were adopted and eventually all the engines were remodeled to coal burners and the obsolete wood burning locomotive was no more.

The exhaust of the "old timers" was uneven and appeared to say as they laboriously climbed the hills, "catch-a-nigger, catch-a-n i g g e r, catch-a-nigger;" or in more modern terms, "fish-and-tater, fish-and-tater, fish-and-tater." Only the passenger engines were equipped with air brakes; the freight engines had to depend on the hand tender brakes to bring the machine to a stop when the steam was shut off. The Warren, Haverhill and Wentworth were bought and put into service at practically the same time. When the Warren made its first trip north a stop was made here and Mrs. Knapp placed an elegant bouquet on the flag staff on the pilot. The Tilton, Tip-Top, Coos, Carrol and Elkins were built for passenger service with unusually large driving wheels and designed for speed. Any of these could attain far greater momentum than the freight engines and were used almost exclusively for passenger work and could accomplish but little in the handling of freights on the hills.

One of these machines once made a quick run, rushing a doctor from Concord to Woodsville in record

time. It was a case of life and death. The line was cleared and the engineer given orders to "get there", which he did! Never before or since has a locomotive made the same run as quickly as that trip was made, and that without a mishap.

It appears many of the locomotives were named for towns and mountains along the line.

Many of the engineers of those early days, like most of the other railroad fellows, were "characters", and had their own individual peculiarities. There was uncle John Marsh, who drew freight for many years between Woodsville and Concord who probably had as many if not more friends along the line than any other trainman of early times. Uncle John was a typical Yankee, a good man and a devout Christian. A friend of his, John Hook, at Concord claimed he felt to pray for uncle John on one of his trips in particular—he prayed. John Marsh that day was in one of the worst railroad wrecks that had up to that time ever taken place on the road and came through it without a single scratch. Two locomotives were demolished—the Moosilauke and Franconia—and a greater portion of the train he was drawing was smashed to kindling wood. This accident was unavoidable and the circumstances made a marked and lasting impression in the lives of many of the trainmen, and the life and example of Uncle John Marsh remains after nearly fifty years even to the present day.

Then there was another engineer, whose name we will not mention, who one time thought the boiler was about to "blow up" jumped, deserting his engine. He lost his job and never again pulled a throttle.

Another man who has long since retired followed by his good works and an upright life, on many a dark and stormy night when his eyes could not penetrate the darkness

even along the running board to the pilot and fifty feet ahead has made his "run" from Woodsville to Concord literally riveted to the foot-board with one hand on the reverse lever and the other on "the air", his mind fixed on God for safety of the thousands of human lives trusted in his care; and many a time would admit to his associates that of himself he was unable to withstand the responsibility without divine aid—this was Milo Annis. He did his work well and lived a life none should be ashamed to pattern.

Another old timer was Sid Russ, who for many years run the mail train. Everybody along the line forty years ago knew Sid Russ. Before the railroad was built he was a stage driver between Boston and Canada.

Then there was Dan Foley, who run one of the way freights opposite Ed Sanborn. Foley was a jolly good fellow with nearly 300 weight of obesity and carried a large "bay window" under his vest front. He was a devout Catholic. Uncle Jed Bean, "Ausie" Bedean and "Bobbie" Randall were other good and faithful men in whom the officials had implicit confidence and have not been "out of the harness" very many years. George Hutchins well known to many today has spent nearly half a century in the cab. He served as mayor of the city of Berlin and hauled a passenger train on the Berlin branch during the term of his administration.

Below is an interesting letter from George Hutchins of Berlin, who is the oldest in years of railroad service of any employe and the only man now in the railroad service who was working fifty years ago. Mr. Hutchins is interesting to converse with on the subject of early railroad days

and "the boys" who kept things moving fifty years ago.

Friend Caswell:

I was reading a communication in your paper from G. E. Cummings in which he writes of my being the oldest employe on the White Mountain Division. I began firing in June 1866—52 years ago. Previous to that I worked on a section about three years. The engineers who were running at that time were Patch Clifford, Henry Little, Alfred (Bogy) Drake and Ike Sanborn on the passenger trains.

The freight engineers were Geo. Randall, W. D. Sargent, Geo. Eaton and John Leighton. Charlie Greene run "Duffy", the helper at Woodsville and was also conductor on a freight from Woodsville to Littleton.

Passenger conductors were Sid Russ, Ed Fisher, Bill Rollins, Tom Roby. George Eastman run what was known as "Eastman's Train", and Dave Furgerson run the cattle train.

Firemen at that time were Bill Clement, Wesley Lyons, Henry Randall, Bert Randall, Bill Kimball, Osie Burdean and C. M. Burleigh.

Freight conductors were Nat Batchelder, John Butler and O. R. Farrar.

In the winter of '69 and '70 I run the snow plough one time six days and six nights with but six hours of sleep and did not have my clothes off during that time, and for that week I received \$24. To wind up, Saturday night I went to Littleton and ran an extra passenger train with J. A. Dodge (the superintendent) and directors to Plymouth. Web Stearns was the conductor. On returning we drew the snow plough. On the way Sid Davis (road master) and Ezra Mann played a game of cards to see who should pay for an oyster supper and it fell to Sid. They came over on an engine and

asked me if I would stop at Warren for supper. I said, "yes, I am always ready to eat!" We stopped after 11 o'clock at night and went in the hotel to see Dave Marsh. He said we could have the supper, which we did, with plenty to eat and drink. Anna Jackson was table girl.

The general officers at that time were: J. A. Dodge, superintendent; J. L. Rodgers, master of transportation; Ripley, ticket agent; Charles Whittier, pay master. Those I have mentioned who are yet living are, Ezra B. Mann, C. M. Burleigh, Wesley Lyons, Bert Randall and Henry Randall.

I am still at work, running between Berlin and Whitefield.

Yours truly,

GEO. E. HUTCHINS.

Berlin, N. H., Jan. 12, 1919.

CORRECTION—Last line on page 16 should read: They came over on **the** engine and

In the earlier history of the road there were the following three locomotives, Josiah Quincy, Jennie Lind and Old Man of the Mountain, two of which were burned in a repair shop 51 years ago.

Below is a list of the locomotives and the engineers in the summer of 1882—37 years ago. First is given the name of the locomotive, service she was in and names of those in charge.

Plymouth, Passenger, Geo. Pebbles.
Lancaster, Helper, Annis & Gordon.
Lady, Passenger, J. M. Boynton.
Mt. Washington, Passenger, John F. Marsh.

Crawford, Passenger, W. H. Moore.
Profile, Passenger, Various.
Peter Clark, Passenger, J. Quimby.
Fabyan, Shifter, F. W. Lougee.
Elkins, Passenger, W. R. Kimball.
Coos, Passenger, Charles Hoit.
Northumberland, Passenger, Geo. B. Randall.

Ahqueduken, Passenger, C. M. Burleigh.

Chocorua, Passenger, C. Leonard.

Tip-Top, Passenger, Berdeen and Swasey.

Ammonoosuc, Fgt., Frizel & Onley.

Granite State, Fgt., Ayer & Bean.

Moosilauke, Fgt., Whiting & Bean.

McDuffe, Shifter, Jack Lawler.

Franconia, Fgt., George & Marsh.

Belknap, Fgt., C. F. Sanborn.

Iaconia, Passenger, Isaac Glynn.

Stranger, Fgt., Lothor & Swain.

Winnepesaukee, Fgt., Various.

Pehaungun, Helper, H. B. Farnum.

Gilford, Fgt., Kimball & Onley.

Tilton, Fgt., Various.

Carrol, Passenger, Various.

Ashland, Fgt., Worc Dearborn.

Littleton, Fgt., M. V. B. Perkins.

Bethlehem, Pas., Swain & Bailey.

Lisbon, Fgt., Sherwell & Dearborn.

Warren, Fgt., Burleigh & Badger.

Haverhill, Fgt., C. W. Adams.

*Whitefield, Fgt., Various.

*Star King, Fgt., O. D. Parker.

* This machine was bought of the Brown's Lumber Company 40 years ago.

Here is a letter from Mr. Cummings containing some circumstances new to many, even some of the old timers.

Friend Caswell:—Am much interested in your article regarding early days on the old B. C. & M. Please allow this slight correction in your list of the old wood burners.

The first locomotives to be used was the Jenny Lind, then came the McDuffe and the Granite State. I do not know the end of the McDuffe, but the Granite State ended her work at Sanborn's track in 1881 when Nelson Bedell coming out from Park's mill at Loon Pond run into Eastman's train at the switch, badly damaging the Lady, which William Kimball was running, and knocking one side of the Granite State all to pieces so

she was hauled to the shop and scrapped.

The Mountain Maid weighed only 18 tons but did all the work north of Woodsville for years. Ike Sanborn left the road rather than run her. She continued in service some years after he left, and ended her days drawing logs on the Gale River railroad where John Marsh run her. After that road was thrown up she stood for a year or more opposite the Wambek Mills in Bethlehem, until one day Mr. Dodge sent me up there to get her. I hired a man with two yoke of oxen and we hauled her in the highway to Bethlehem Junction about half a mile, got her on the track and she went to the scrap heap.

After McDuffe came the Old Man of the Mountain and the Josiah Quincy. These last two were burned in the shops at Lake Village in 1860 and never rebuilt.

Clarence Adams was engineer at the time he lost his foot, and Frank Lougee was firing for him. It was at Lisbon. We were out with a train and crew of men picking up old ties for fuel.

George Hutchins run the first engine into the town of Lancaster, and I think it was the Granite State. His fireman was Sam Kimball. Bill Clement run the McDuffe as helper at Woodsville, on snow plow, etc., and Charlie Hoit was his fireman.

Yours,

G. E. CUMMINGS.

John Marsh, Jr., run the Mt. Washington six months and all it cost to keep her in repair was \$1.83; at the same time John Buckley and Jack Lawler run McDuffe six months as shifter and only \$9.09 were expended for her repairs.

Old time railroad men are very interesting in reminiscence. The man who worked on the railroad half a

century or so ago has lived through substantially the whole development of railroading in this country. His experiences go back to a time of candles or kerosene and wood stoves for passenger cars, to locomotives brilliant with brass and paint, to the time when trainmen had no reports to headquarters to bother them, and when there were no inter-locking switches, self-coupling cars or block signals.

Here follows in succession two letters, neither of which were written by railroad men but are quite interesting nevertheless. Writer of the Concord letter was evidently a lad thirty or more years ago who attended Littleton high school in those pioneer days from up north, going to and from Littleton by train. Another is from Mr. Page, a Littleton resident which speaks for itself.

Mr. Rich in his letter mentions the Manns and wonders if their father was not a railroad man also. No, their father George W. Mann was never connected with the railroad but was a prosperous lumberman and farmer over in the little town of Benton, quite well known in political and legislative circles in his day. His boys were however, natural-born railroad men. Some of the others mentioned by Mr. Rich had not been forgotten or overlooked, but were coming into this article at some future time.

Editor News:

Among some other papers I found one of yours on early days of the B., C. & M. R. R. Some of the facts are a little hazy in my mind at this time. However wish I had a copy of the issue before this and the following one. Haven't the date of issue containing the article I have reference to. George E. Hutchins, the jovial engineer and once mayor of Berlin,

the first one,—I think his letter is in this issue.

You spoke of the Star King and several other engines from Brown's Lumber Co. Were there more than three, including the original Dr. Ordway with two drive wheels instead of four? Her motion was like a grasshopper bobbing along.

Forty-five, six and seven years ago scholars from Whitefield, Lancaster and other stations attended Littleton high school. Who were more interested in railroad men than the boys and girls of those days? One old time conductor you or George missed was Demick who run opposite Rollins. B. C. & M., men with the name of only one of the Mann family seems incomplete. What of George (Henry), Ed and all the others? Wasn't the father of all the Mann's a railroad man? A little later there was George Moulton, George Smith, Smith U. Clark, "Nate" Knights, "Dick" Langdon, Greene, Van English and others. On the Mt. Washington branch there was Ed Judkins, John Horne, the Randalls, Jim Hirsch, and Sam Butterfield. "Johnny" Marsh was engineer on the Mt. Washington. Henry White was on the P. V.

DONALD RICH.

Care Economy Drug Co., 3 Pleasant St., Extension, Concord, N. H.

Littleton, N. H., Jan. 31, 1919.

Friend Caswell:

I am much interested in this railroad talk. I was living down on Red Oak hill a number of years before the railroad ever struck Warren. Mr. Cummings says Jenny Lind was the first to be used. That may be so, but there was the first Peter Clark and the Pony also. When the track was laid up to the bridge by the Clough school house I used to sit by the kitchen window

and see them throw off rails and stringers at the bridge. When the road was finished to Warren depot I was there with my father to see the first passenger train that ever reached Warren. It was a great day in the history of the old town. I am an old man, now nearing my 74th milestone, but I never shall forget that day or my old home town as long as I live.

Yours truly,

A. T. PAGE.

The following letter from Frank Lougee is full of interest from start to finish and will be eagerly read.

My dear friend Caswell:

I wish to acknowledge receipt of the two papers you sent me on my arrival home last night. I have been very much interested in your articles of the old Boston, Concord and Montreal days. There are only a few of us left to tell what happened in those days. I think some of us would not like to have put in print some things that happened back there in those days.

I noted in one of your issues you spoke of Joe Ayer, known as "Hooker". Mr. Ayer is still alive and living on his farm about two miles out from Lakeport, and while his hair has turned very grey he is the same old "Hooker." He steps off like a boy of 20 and yet he is 78 years old; my last firing was for him on the way freight between Lakeport and Woodsville. I also notice you have not made mention of W. D. Sargent. Mr. Sargent was one of the first engineers. He run the local freight between Lakeport and Woodsville a good many years and his last running was the White Mountain express between Concord and Woodsville. The last twenty years he was round-house foreman at Woodsville. I also notice that Seth Greenleaf's

name has not been mentioned. Mr. Greenleaf run the mail train a good many years and wound up his service as agent at Fabyan. In regard to the old Granite State that Mr. Cummings speaks of: That was in a wreck with the Eastman train at Sanborn track. This engine was taken to Lakeport and cut up for scrap. We had an engine named the Marshfield which was bought for the Montpelier and Wells River road but was never assigned to that road. This engine took the name of Granite State and is the engine that was in the wreck at North Haverhill when Conductor Stone was killed. Fred S. Whiting was running the Granite State at that time. The Peter Clark, Paugus, Pehaungun and Chocorua were cut up back of the engine house at Lakeport and put into scrap. I was the last man to run the old Peter Clark. I have a picture of this engine taken at Plymouth when she had the old drop hook that was in use before the link motion came into play. I have also a picture of the Winnepesaukee. If you would like these pictures to put in your paper I would gladly loan them to you. In 1876 they built the road between Fabyan and Base of Mt. Washington. I was firing for John Swain at that time. There were four engines doing the work—the Belknap, Pehaungun, Winnepesaukee and Paugus. We had the Pehaungun and this was the first engine that run a passenger train over that road. Dr. Ordway's party from Lowell. We had only one car and that was all this locomotive could handle. Mr. John E. Lyon and Mr. J. A. Dodge were riding on the engine at that time. They had a new engine built named Mt. Washington to run on this road and when they opened it up in July this engine was put onto the train; Geo. A. Ferguson was engineer and John F. Marsh, fireman. They run this

engine in the summer months and in the winter it was taken to Lakeport (then Lake Village) and stored on account of being too heavy to run on the main line. If this engine was here today it would be stored on account of being so light it could not handle the trains. In one of your issues, you say that the shops at Lakeport were burned in 1860. This is a mistake as the shops were burned January 31, 1857. This was a very cold night, 15 below zero. I was not there as I came into this world four days after this fire, but I have often heard my father tell about it as he was employed in the shops at that time.

I wish to thank you very much for the papers you sent, and if you would like these pictures I have mentioned will send them to you.

Yours very truly,

F. W. LOUGEE.

Plymouth, N. H., Feb. 4, 1919.

Next is a letter from an old boy down beside the Merrimack at Suncook. The writer of this letter like many a young fellow of forty years ago had "railroad fever". When one of his chums, Frank White lost an arm "making a hitch" the "fever" left him forever.

C. E. Caswell: Enclosed find \$1.25 for The News another year. I find these talks on old B., C. & M. very interesting, as I lived beside the old track a good many years and knew most all of the train men. I used to know all the engines which ran past my home, and could tell most of them by the sound of their whistle, even before they came in sight. The Peter Clark reminds me of a story that came from the office of the superintendent, J. A. Dodge. An old man who used to tend the gates at the crossing above Plymouth station

went into the office one morning and said to Mr. Dodge:

With grief and shame,
I come to say,
The Peter Clark
Came down in the dark
And took your gate away.

Mr. Dick Langdon, another old-time passenger conductor is living here in Pembroke; am well acquainted with him. I have helped to "wood up" those old wood burners a good many times when we boys used to "hang around" the station. I remember the time Frank White lost his arm by the old fashioned couplers and "bumpers" at West Rumney. I then and there gave up the idea of being a brakeman as I had no arms to spare. I will not take any of your time. Keep the good old talk going.

J. EAMES.

Suncook, N. H., Feb. 1919.

Russell T. Bartlett, Register of Probate for Grafton county makes a good suggestion which if carried out no doubt would be of interest and value to coming generations. He writes as follows:

Woodsville, N. H., Feb. 7, 1919.

Dear Caswell:

It seems to me your articles in The News on the "Early days of the B. C. & M." are worthy of preservation, and I would suggest you print them in a pamphlet form if it can be done without too great a cost. I think there are many people that would be glad to avail themselves of a copy for its historical value if they had an opportunity to do so.

Yours truly

R. T. BARTLETT.

Here comes a letter from an "old timer," who first saw daylight at Meredith Bridge (Laconia), and as

he grew up, like many an ambitious boy, got a job "firing" an old wood burner. He soon got something better and ever since has hauled traffic up and down the line from Mt. Washington to the capital city with fewer accidents than any other man in the service today with 47 years to his credit.

Concord, Feb. 14, 1919.

Friend Caswell:—

Your issue of Feb. 14 at hand and Lougee's letter noticed. It was good reading and brought to my attention that things happened in the old days that we would not care to have put in print at this time, but I have one thing to criticise in his letter and that is that John F. Marsh did not fire for Ferguson the first summer that the road was opened to Base. Ferguson and I went to Manchester and received the Mt. Washington from Blood Locomotive works and fired that locomotive that summer between Fabyans and Base with Joe Prescott conductor and Harvey Dexter brakeman. I have some nice pictures of the Mt. Washington taken at Base, also a dandy of the Littleton taken at Woodsville; also one of the Haverhill as she looked after being blown up at Nashua on her trial trip after being put through shops at Concord, F. A. Clifford engineer and Bean fireman. Bean jumped into man hole in tank as he was badly scalded, and Clifford's hearing was impaired from that day until his end came years later. In regard to R. T. Bartlett's suggestion for a book form, no doubt the old timers would take one but can't assure you if it would make you whole but we have to take a chance sometimes in our lives. If you could get these pictures in it would take I think very well. Would be glad to loan them to you. They certainly would be historical.

There was Manus Perkins and the old General, and the service he did with the old horse at Woodsville should not be forgotten. Charlie Hoit was run over at south end of passenger station at Concord, Aug. 26, 1894, and lost a leg; freight backed down upon him. Some of us have certainly seen a good many changes in our railroad days, of officials and power; old ties and slab-wood to burn, and hand brakes with links and pins for couplings; but we got there just the same, and all were keyed up to the minute. The men of today do not realize, and some seem to doubt, what we went through years ago and pay we received with twenty-four hours for a day, but we were a good happy crowd of boys.

Yours truly,

F. S. WHITING.

Here appears a letter from J. F. Leonard, an old time railroad man who is now postmaster at Woodsville. Thirty years ago the name of Fred Leonard was a household word up and down the line so popular was he. As the years have come and gone he has in no wise lost his popularity and the people of Woodsville hold in high esteem their genial postmaster, and despite the fact that Father Time has furrowed his brow and sprinkled his dome with traces of honorable gray, Fred Leonard is still a boy with the rest of us, with optimism bred in the bone and proposes to retain the elixir of youth until he goes on his long vacation.

Woodsville, N. H., Feb. 14, 1919.
My dear Caswell:

I have read with much interest your articles about the old B., C. & M. R. R. I think Friend Bartlett's suggestion to have your articles printed in pamphlet form is a good one and if you do this you may set me down for one. Frank Lougee in

this week's issue speaks of the Mt. Washington which was built to operate the trains between Fabyans and the Base and which was kept in storage in the winter. I recall one spring when she was to go to the Mountains it was decided to try the experiment of pulling a train with her from Lake Village to Woodsville. Everything was made ready and the train started one morning with Al. Haynes as conductor and Geo. Poor and the writer as brakemen. We arrived at Woodsville around 6 p. m., and if I remember aright had fifty-four cars. This was a wonderful train for those days and we felt rather proud that we made the trip without mishap. You speak of Joe "Hooker." It is true that he used to put his feet on the throttle, lean back in his seat and drop off into a gentle slumber but he was a light sleeper and had the happy faculty of waking up at the right time and never had any serious trouble. He used to carry a long whip on the old Belknap and whenever she got to going slow on a hill or got to slipping bad he would open the front window of the cab and lean out and lash her with the whip. I broke behind him on way freight for some time and got pretty well acquainted with his ways. Later I run way freight when we made the trip from Woodsville to Boston, leaving Woodsville at 3 p. m., and being due in Boston at 1 a. m., the next day. Most of the cars at that time had the brake on one truck frame only and some of them had no brakes and it was not an infrequent occurrence to ride a car into some mill track with a piece of 3x4 shoved over the tread of the wheel and under the frame of the car, and by sitting on the end of the stick one got leverage enough to control the speed.

Respectfully,

J. F. LEONARD.

Following is a letter from Oscar Drake, ex-mayor and leading citizen of Manasquam, N. J., who for half a score of years has been connected with the auditing department of the New York and Long Branch railroad. Mr. Drake was born and raised at Lake Village, now Lakeport. Thirty-five years ago the writer attended a district school one winter, taught by Mr. Drake, and his pleasant, genial and painstaking methods of imparting knowledge are yet fresh in our mind and his efforts will tell through time and eternity. Mr. Drake later married, moved to New Jersey and has made good. Many of the old time railroad fellows will remember him as a lad.

Manasquam, N. J.,
Feb. 9, 1919.

Dear Caswell:

Please accept my thanks for the copy of Warren News of January 24th. I know you thought the article on the early days of the B. C. & M. would interest me and it surely did. Most of those old locomotives were familiar to me in my boyhood as they used to spend much of their time in the repair shops at "Lake Village." I well remember when the Mt. Washington was purchased and what a seven days' wonder it was. What a toy beside the modern heavy locomotives.

The Alfred Drake mentioned was my uncle and I think the Lancaster was the last engine he ran. He used to run the express between Concord and Woodsville and was stricken with paralysis when completing his run to Woodsville one day and, though he lived many years after that, he was never able to work again.

I am still working for the R. R., having been in the auditing department of the N. Y. & L. B. R. R. for the past ten years.

I am glad to know that you are still in existence and congratulate

you on the paper you are putting out in the trying times we have been going through. I am still interested in the education of our young people, having served on the Board of Education of this district for the past nine years. We have a graded school and high school and employ a principal and seventeen teachers with a payroll of over \$15,000 per year.

We have seen some of the war preparations here and aeroplanes have ceased to be a wonder as they were flying over about every day all summer. We hear the big guns when being tested at Sandy Hook and the big fire and destruction of the shell loading plant at Morgan gave us some idea of a bombardment when the explosions of shells was continuous for twenty-four hours and the exploding magazines were breaking out plate glass windows over twenty miles away. We are 2 miles from Morgan, but the explosions of T. N. T. were terrific. We are glad the war is over and the Huns beaten and we hope the peace terms will make it impossible for Germany to ever come back as a great military power.

The reconstruction of business will bring its troubles and failures, but we hope our country will successfully accomplish the change from war work with its tremendous expenditures to peace work and normal times.

With best wishes for you and yours I remain,

Yours very truly,

Oscar Drake.

Here follows a letter which is timely, and like the many others, exceedingly interesting. The writer of it is the oldest railroad man in active service on the system today and has seen the railroad grow from a small beginning to its present magnitude under governmental supervision.

Berlin, N. H., March 9, 1919.

Friend Caswell:

We are having a March blizzard here today, which reminds me of a great storm the 17th of March, 1870. I left Woodsville with engine Duffe and the snow plough at 3 o'clock in the morning ahead of the way freight. There was about six inches of snow when we left Woodsville; when we reached Warren there was a foot; at Plymouth a foot and a half. Patch Clifford's train had not left Plymouth when we arrived. They started a plough out from Lake Village coming north in about two feet of snow. At Hadley's cut, about a mile from there the plow went into the snow and could not "spin a thread." The crew sent back to Lake Village for all the men they could get to shovel them out. Mr. Dodge (the superintendent) gave us orders to go down from Plymouth with our plough, hitching Franconia in with the Duffe. We started for Lake Village. Our pilot, Sid Davis did not know the road south of Plymouth, so Mr. Dodge sent John L. Davis, an old-time engineer to take charge of the plough.

We went into the snow at Hadley's cut and got stuck. We backed up and tried it the second time. When we stopped in the snow, the plough and engine Duffe were off the track. This was about 2 p. m., and we did not get on track and out until about midnight. Mail train was following with 3 engines. We sent three men back to stop them. They passed 2 without seeing them. The third man, John Davis, stopped them. The snow was seventeen feet deep each side of track, blowing in almost as fast as three men could shovel it out. When we came back, hitched Duffe with snow plough on mail train. After having breakfast at Pemigewasset House about 3 a. m., this being the first we had to eat since six o'clock the morning before at Warren, we

went to Woodsville. Those were the days when we used to bear grief with a smile.

That same month there was another heavy south-easter on the 25th and about two feet of snow came. The snow all went the following spring without a freshet and the next summer was very dry.

Yours truly,

GEO E. HUTCHINS.

Going back to a former subject, naming of locomotives: It has always seemed to the writer a mistake to eliminate the names of locomotives. What interest would vessels have if lettered or numbered instead of having names? It may be that the old practice will be restored on railroads. "No new policy undertaken in recent years by the Canadian Pacific Railway," says the Wall Street Journal, "has received such widespread expression of approval as that of naming passenger locomotives after the engineers who by reason of their fine service or deeds of exceptional heroism have earned distinction. These names will be incorporated on the newly adopted insignia of the railway, a circular band enclosing a beaver-mounted shield on which is painted the maple leaf. The name of the engineer will be in letters of gold upon a blue ground, the green leaf, the white shield and the brown beaver affording a striking color combination. The insignia will be painted under the window of the engineer's cab."

Vast changes in these times have brought about modern ideas, and with government ownership of railroads, the roads, trains, engine and equipment loses individuality, and what there is in future days, possibly with the electrifying of the present railroad systems of the country, including of course the mountain system which connects this section of

the state with the outside world is by no means impossible; and should that time ever come there would be nothing unreasonable in naming the locomotives for good men who helped to shape the road's history when it first came into being.

Here is a word from Clarence W. Adams, another old timer who in early days of the road was an engineer. He is now station agent at Tilton. Clarence Adams knows railroading from A to Z, or in other words from the humble trackman, round-house wiper and crossing tender, telegraph operator along up the line to the highest office.

Friend Caswell:

Having read with much interest the different letters being published in the Warren News I thought I might add a little to the interest. Of course we are all liable to mistakes especially from memory if taken too far back. I notice one error and that is Mr. Cummings says the engines burned in 1860.

The shops at Lake Village were burned January 31, 1857. I well remember of my mother telling about it, what a terrible cold night it was; thermometer was something like 20 below and the wind was blowing a gale. It was thought the whole Village would go but a change of wind saved it.

I remember some more of the old timers which have not been mentioned: Jabe Gannon and Jed Goodwin, engineers. Gannon died when I was a boy. Goodwin left the road and went with the New Jersey, run there many years and is now retired on a pension and lives in New Jersey, I think.

Among some of the other engineers of 35 or 40 years ago might be mentioned: Sam. Cawley, Sam. Kim-

ball, Frank Clifford, Freeman Carpenter, Will Swain, Nell (Nelson) Bedell, F. P. Swasey, H. E. Whiting.

Swasey, with Tommy White as fireman was coming out of Woodsville one time on the night express many years ago, went over the dump and into the swamp at the "Y" switch; both were injured badly. They had the old Chocorua. She was pretty well demolished but was picked up and repaired and did good service many years after. I have some of the pictures of that wreck somewhere and I remember one of them shows Bill Clement standing beside the Chocorua. It was sure some wreck. I helped clean it up and afterwards went to Woodsville on a Saturday night and drew her to Lake Village. All of the other engineers mentioned above went west, some of them have gone "west" since. Sam. Cawley and Frank Clifford were on the Lake Shore the last I knew, Sam. Kimball somewhere in the South. —(He died at Macon, Go., a year and a half ago.)—Caswell.

I well remember the old conductors already mentioned and might mention a few more. George V. Moulton and his brother, Hi Moulton, who was killed on the Branch many years ago. George left the road and entered the shoe business at Lancaster, N. H. Later he sold out and now lives on a farm in Lacomia. Another was Joe Prescott, who was on the Branch some time. In those days the conductor practically had charge of the Branch. Frank Simpson, another old timer, run here many years; left here in 1885 and went to the Union Pacific, run there many years and died in Laramie, Wyoming, or Cheyenne a few years ago. W. H. Weeks was another one. He is now running on the B. & M. R. R. in Nebraska.

Yours truly,

C. W. ADAMS.

Tilton, N. H.

Tilton, N. H., March 17, 1919.

Friend Caswell:

In your issue of March 7th, I notice Mr. Drake says the Lancaster was the last engine Bogy Drake ran. In 1876 Bogy had the Northumberland on the mail train between Concord and Woodsville. About the first of April Bogy was off one trip and I run for him. He took his train again at Woodsville and ran it one round trip and was taken sick again. I do not remember who ran the train to Plymouth, but on the 8th of April 1876, father sent me to Plymouth to take the train and I ran it until the last day of December and on Jan. 1, 1877, West Lyons was assigned to it. Bogy never run after that, although he lived many years. M. H. Annis was firing for Bogy at that time, and I think he was set up running the 8th of April, the day I took the train. I had the Northumberland for a while, then she was, with one or two other engines sent to the So. Eastern road out of Newport, Vt., now a part of the Canadian Pacific. I had during the summer various engines, and finally got the Chocorua for keeps. I think it was in July she was taken into the shop, the air brake put on and I remained with her. We run her around the yard and tried it out. I took the mail north at Lake Village one day; had never used the automatic so did not know much about handling it, except what the Inspector had told me. Well, we hitched up, tried the brakes and started. There was a long bridge near the Weirs over which we had to slow down. I made that alright and thought I would make a nice stop at the Weirs. I did! In those days the baggage, mail and express was all in one car. Baggage first, then the mail room and the express in end of car next to the engine, a walk on side of car from baggage part to end of car. In the express part were shelves on which the mes-

senger piled the small packages and this was well filled. I made the stop alright. George Crans was express messenger and the first thing I heard after we stopped was, "What in H—l you trying to do Clarence?" The sudden lurch caused by not releasing the air had thrown all of the bundles and packages off the shelf and nearly buried him. We often laughed about it afterwards.

Bogy had very little money laid up and I spent several days on the road with a paper and collected between two and three hundred dollars which was divided between Bogy and Henry Little, who was taken sick soon after Bogy.

C. W. ADAMS.

The railroad article last week closed with a letter from Clarence W. Adams of Tilton, and the following having come to this office, is appropriate for continuation. The article was published in the Railroad Employee, published in Newark, N. J., July 1910.

A railroad veteran in the full sense the term implies, and a man who during his youth and early manhood was permitted to intimately associate with those who were pioneers and upbuilders of the American railroad, and who has since been constantly associated with that service, is Clarence W. Adams, agent for the Boston and Maine Railroad, at Tilton, N. H., recently elected president of the Agents' Association of that road.

Mr. Adams, who is also a prominent and active member of the Order of Railroad Station Agents, was born in Lake Village, now Lakeport, N. H., Jan. 31, 1856. His father, Ralph Adams, was connected with the old Boston, Concord and Montreal Railroad, B. & L. R. R., Concord and Montreal R. R., and Boston

and Maine R. R., for 56 years, beginning when the road only extended to Meredith Village, and for 20 years held the position of master mechanic, with headquarters at Lake Village.

Young Adams learned the rudiments of railroading in his father's office during vacation periods, commencing when he was 12 years of age, taking lessons in telegraphy on the old style paper tape instrument, sound operators being unknown at that time. Messages were received on the tape and afterwards copied. The U. S. & C. Co., controlled the business through New Hampshire, and W. S. Taylor held the combined position of agent and clerk in charge of the accounts of the Motive Power Department.

Mr. Adams continued learning the business as opportunity offered until 1873, when he was assigned to the road service as a fireman, and shortly thereafter was given charge of an engine, his first regular assignment being with a construction train engaged in laying steel north of Concord. Mr. Adams says that in these early days it was not an infrequent custom to send an engine out on the road without a fireman, to perform station and construction work.

The first car of lumber used on the famous Methodist Camp Ground at Weirs was hauled by Mr. Adams, from Lake Village, with the engine "Mountain Maid", Joseph Whiten, long since deceased, being the brakeman. On this trip the presiding elder of the association sat on the old fashioned tender box and held on to his high hat with both hands. When the grounds were completed, Mr. Adams ran the first excursion train which carried passengers to its opening. The crew of this train included W. S. Taylor, conductor; F. W. Lougee, fireman; J. T. Glaze-

brook, J. I. Folsom and Herman Foss, brakeman. Mr. Taylor was in charge of the office at Lake Village at this time, and acted as conductor of all the extra trains, the balance of the crew being selected from among the shop employees, and in consequence a "special" could be made up at short notice. In 1873, when Mr. Adams was at school in New Hampton, he was returning home one Friday evening, and found that the railroad bridge at East Tilton had been destroyed by fire during the day and that several trains were held up at Lake Village. The bridge was repaired during the night but when they came to send out the trains they found themselves short of available trainmen, and young Adams was assigned as conductor of one of the trains.

In the fall and winter of 1874, Mr. Adams was at school in Tilton. The weather was unusually severe, and one of his diversions was to go home Friday night, and when he got the chance run the snow plow, as engineer, on Saturday and Sunday, returning to his studies on Monday.

The B., C. & M., owned a steamboat called the "James Bell." She was built at Center Harbor, in 1874, and was designed to run between Lake Village and Alton Bay, to connect with the Boston and Maine, and carry freight. Owing to competition the B., C. & M., purchased the boat and used it during the summer seasons for excursions and private parties. In 1876, Mr. Adams was placed in charge of this craft, and served as its captain for seven summers. He handled excursions of from 100 to 300 persons, and would go anywhere for passengers around the lake during the camp-meetings and reunions at Weirs. He made regular trips between Lake Village and Weirs and when the camp-meeting was in session at Alton Bay he

would run between that place and Wolfboro, connecting with the steamer "Lady of the Lake", owned by the company. His time was not altogether taken up with this work, and when not on the boat he ran a train on the Main Line. In 1875, he was in charge of a work train between Lancaster and Fabyan, N. H., and during the summer pulled the various trains on the branch between Wing Road and Fabyan, and later between Woodsville and that station.

On April 8th, 1876, Mr. Adams was assigned to what was then known as the "mail" train, between Concord and Woodsville, and served in that capacity until December 31st, after which for some time he did spare work and then ran the Montreal Express between Concord and Woodsville. He continued on the express until 1882, at which time there was a big wreck on Ashland Hill, and several changes were made, and he was asked by J. A. Dodge to go into the office at Lake Village and take charge. In addition to his office duties he was to run as spare conductor when needed. He had charge of the Motive Power and Road Department accounts and made up the pay-rolls. He also ran the first pay car over the

Mr. Adams continued as conductor, engineer, clerk and general utility man until 1884, when, upon the resignation of his father, he left the service to take up railroading in the West, locating on the B. & M. R., at Platsmouth, Neb., as roundhouse foreman and was shortly thereafter transferred to Red Cloud, in charge of a switcher. The climate not agreeing with his health, together with Mrs. Adams, who had accompanied her husband west, he returned to New Hampshire, arrived home on Christmas day, 1884, where he re-entered the service of the B., C. & M., serving in different capacities such as dispatcher, engineer, conduc-

tor, agent and operator until early in July 1885, when he was sent for by superintendent W. A. Stowell,



Old Passenger Station,
Tilton, N. H.

present general manager of the M. & W. R. R., and assigned to relieve temporarily the agent at Tilton, which assignment was continued permanently, Mr. Adams having been the agent at that station since.

Next comes some reminiscences of early railroad days as told by William P. Lang, the veteran auctioneer, salesman and general all around man of Tilton.

Tilton, N. H., April 12, 1919.

Dear Sir:

After seeing so many interesting items in regard to the B. C. & M. railroad and its early history I came to the conclusion that a letter from me showing something of my experiences in railroading in connection with other incidentals might be worthy of your attention. Early in the summer of 1865 I applied for a job and got it through Mark Law-

rence at that time station agent at Plymouth. I went to Plymouth and visited the railroad office and they put me to work on a freight. The freights were all way freights then. Ezra Mann, now proprietor of a drug store at Woodsville, was the conductor. I made a few trips with him as brakeman. Then they took me into the station at Plymouth making me baggage master at the Plymouth depot. Of course the trains north and south at that time met at Plymouth and that was the place for dinner at that time as always.

The two conductors on the mail train at that time were Seth Greenleaf and Sid Russ. In those days they run cars from Providence and Worcester to Plymouth, returning on the next train. We used to have to shift them out up there. After the train left there was nothing more done until night. They would put cattle racks on behind the mail train and go down below Plymouth about two miles to the intervale where the cattle racks would be unhitched and left on the main line. The train men would then notify Patch Clifford in Concord and the engine on the train north corresponding to the one now going through here about 4 p. m., would stop and push us back, the cattle racks having been meanwhile loaded with dry peeled excelsior wood, cut in four foot length. The business of manufacturing excelsior mattresses had just started to boom at that time and thousands of cords of wood were handled. The men would hurry to get it loaded and would then sit down in the shade and rest until the train arrived. Thus you see a train would set on the main line practically all day, but traffic was not as heavy in those days.

One noon the train up was late. It was my duty to attend the switches and make the shift. Old Henry Little was the engineer that day. He was

running the Chocorua. The train was scheduled to back down on to a siding. I set the switch way over and down they came hitting the switch and then bumping along on the ties, the three cars and engine all going off on the wall track in front of the Railroad office. The first thing I saw was Superintendent Dodge, Jim L. Rogers, the treasurer and Charles Whittier come running down the track and over across to see what was the matter. Dodge always called me "Charles" and he said "Charles who did this?" I answered "I am like George Washington, I cannot tell a lie, I did it." "Well" Dodge thundered, "That's all we want of you". I was boarding at Henry Green's, an old blacksmith's, and I went for my things. By the time they had got the train back on the track I was ready to come home. I got a letter the next day saying that I could come back but I said "No". I presume if I had returned I might have been superintendent or president of the road by this time. They put a man named Gilman in my place and he hadn't been there a week before he run a train off about the same way, only his run into the shed and did considerable damage. My run off had not resulted in any damage. They kept Gilman for many years.

That incident ended my services as a railroad man.

I remember the railroad way back here when the engine house and turntable was near Carter's mill. I have some of the railroad reports for the year 1855 which are quite interesting.

Of course I remember the old conductors Sid Russ and Seth Greenleaf well. Sid was a comical fellow. He used to have a lot of fun with Darius Dockham, who lived across the street from the depot. Mr. Dockham was always sitting out on the piazza in front of his house. One day Sid arrived and said, "Where's Dockham?"

He finally located him and said, "Oh here you are. Shall I go along?" Mr. Dockham answered "Yes" and Sid said "All right I didn't want to go until you said I could." A stranger riding on Sid's train one day asked him what kind of a place Sanbornton Bridge was and how many people lived there. "Wait until we get there" Sid replied. "They will all be at the depot and you can tell for yourself." He was a dry chap. I well remember him as he stood in the door of the baggage car smoking his old clay pipe. At Northfield Depot many times the train would stop and all hands would have to get out and wood up.

One day a woman was riding north with Sid. She was going to Laconia. When the train arrived at East Tilton she started to get off but the conductor told her that she had not reached Laconia yet. When the train did arrive at Laconia she said to Sid, "Which end shall I get off from?", and he answered "Both ends are going to stop, Madam, take your choice".

The train called the Shoo Fly was made up to start with at Plymouth. The year has gone from me now. We were all at the station to see the first train down. It consisted of a little passenger car, a small baggage car and the engine called the Mountain Maid. Bill Kimball was the engineer. Pete Hinds was the conductor. It was at the time the song "Shoo Fly, Don't Bother Me", was first got up. Arthur Kimball an eccentric fellow, said "We ought to call it the Shoo Fly". Everybody was whistling this tune and from that time on the train has always been known as the Shoo Fly. The name originated here.

I well remember the time before there was any railroad station at Tilton, or Sanbornton Bridge. They sold tickets from Robert S. Perkins'

parlor window. He was afterwards station agent. His house set where our depot does now. It was moved across the track when the old depot was built.

In October 1852 they held a state fair at Laconia. I have one of the badges with the names of Judge Nesmith, Frederick Smyth and Mr. Walker of Concord upon it. Laconia was at that time Meredith Bridge. The day was one of the biggest in the history of the railroad and a tremendous crowd was on hand. I wanted to go but my mother wouldn't let me and I set on the fence at my house and watched the people. All of a sudden we heard a great noise. It was a runaway horse owned by Dr. Woodbury. The horse and two wheeled doctor's rig came tearing down through the crowd. There was great excitement. Finally the train came in and after the people had crowded aboard it started off. Then we heard it coming back. Ma let me run down to the depot to see what the trouble was. I found that Mrs. John Evans had been killed by the train. She had come out from her home near the crossing at the Granite Mills to watch the crowd and had got her foot caught between the rail and a frog and had been unable to free herself. Later on there was a big accident that same day at The Weirs. Dodge was the conductor. Some of the crowd had got aboard the train in front in order to avoid paying car fares. The train was stopped at the Weirs bridge so that the conductor could collect the tickets. While the train stood there another train came along and smashed into the rear end of the train that had stopped. Several people were killed. I have a list of all the engines they had on the road in 1855 and of the number of cars they had then.

I recall that there have been a good many accidents at our crossings at

different times and several people have been killed right here. I remember them all pretty well.

I remember they used to draw empty cars on the Plains Saturday afternoon and load them with lumber Sunday. Then they were cut loose with one man on the brakes. One Sunday they got away from him and all went off the siding. The freight depot was so arranged at that time that the train went right through. These cars stove through both doors, crashing right through the station. I was a young fellow at the time. I remember that some of the men jumped off and were pretty badly lamed. John Paige jumped and sprawled out there. Luckily the cars were not going very fast. Possibly some of the items from the annual report of the Directors of the Boston, Concord and Montreal railroad for the year ending May 1, 1855 may be of interest to your readers. For instance James M. Whiton, superintendent pro tem says during his report: I am grateful to be able to add in conclusion that no accident has happened to any passenger since the time I took charge of the road. Only two instances of any injury of any consequence to the operatives of the road have occurred in the same time.

"In January 1854 while a freight train was on its route in Northfield, a stick of timber by some means never satisfactorily explained worked loose, carried off the top of the saloon car and broke both legs of W. B. Douglas, the conductor.

"Mr. Douglas has recovered and is now station agent at Woodsville. In March last George Randall, fireman, in attempting to leap from an engine at Lake Village struck the ice and fractured his thigh. He is now recovering. Annexed are statements of the road equipment which shows its present condition. The number of

cars is kept up, all which have been broken or worn out having been replaced. Respectfully submitted."

Under the head of new buildings the report says: New buildings have been constructed as follows—New passenger station at Sanbornton bridge. This would indicate that the depot previous to the present building was built in 1855.

I note several other interesting items in this old report. One says: The corporation are in possession of wood lands to the extent of about 7,000 acres equivalent to over ten square miles and the wood required for the company as well as sleepers, material for repair of fences and for other purposes of the company are procured from these lands and at an important saving in expense. The cost of the lands has been a fraction over \$3 per acre. About 300 acres consist of farm lands which are to be sold. Other lands are of different values but mostly covered with wood and timber.

The list of engines on the Boston, Concord & Montreal, April 1, 1855. was as follows: Old Man of the Mountain, Lady of the Lake, Old Crawford, Josiah Quincy, James N. Elkins and Ahquedauken passenger engines, Granite State, McDuffe, Peter Clark, Moosilauke, Winnepisaukee and Pehaugan, freight engines and Pony and Paugus, gravel engines. They all had four driving wheels. Winnepisaukee, Pehaugan and Moosilauk were the heaviest, weighing 24 tons each. Josiah Quincy, Old Man of the Mountain, Lady of the Lake and Old Crawford weighed 22 tons each. Paugus weighed 18 tons and Pony 14 tons. Hinkley & Drury, Boston Locomotive Works, Lyman South-er and the B., C. & M., shops were the manufacturers. They were all reported in good repair. The total miles made by the Lady of the Lake was 23,378. The Old Man of the Mountain and the Granite State each

made about 15,000 miles. The McDuffee was credited with 7,196.

The statement regarding cars as shown by the report that year was as follows: two single saloon cars (passenger) 54 seats; one double, 50 seats; two double, 48 seats; five without saloons, 60 seats; two baggage and post office, 40½ feet; two baggage and post office, 34½ feet; two common baggage; 74 long box freight, 28 feet; 15 short box freight, 13 feet; eight platform freight, 13 feet; eight platform freight, 32 feet; 111 platform freight, 28 feet; 28 cattle racks, 28 feet; and 15 gravel cars.

The total income was given as \$298,282.31 of which \$100,495.59 was from passengers and \$178,548.04 from freight. Among the expenditures was \$21,659.16 for wood and \$4,792.97 for oil. Passenger labor included engineers, firemen, conductors, brakemen, car cleaners and ticket office expenses for passenger trains amounted to \$27,812.60. Merchandise labor including station agents, engineers, conductors, brakemen, firemen and extra assistants on freight trains cost \$27,812.60. Repairs on the road cost \$41,256.20 and repairs on engines amounted to \$12,234.60.

Under the head of Gratuties I note the following: W. B. Douglas, conductor, both legs broken on freight train \$200. Expense for same \$245.07. Doctor's bill and gratuity to Irishman injured at Haverhill \$38.25. Damages paid for freight loss and injured \$1,421.20. Salaries \$4,200.

The salary of the president was \$1,000 including all his traveling expenses. The salary of the superintendent was \$2,000 and his expenses on the line of the road. The treasurer received \$1,000 including the pay of his clerk.

During the year \$1,054.94 was expended for advertising including newspapers, handbills, maps and other advertisements relating to this

line and its connections. The profits of the year were given as \$140,951.14.

An interesting comment was as follows: The risk assumed by the railroad is a matter which I feel confident has been always underrated. The stringency of the laws, the almost vindictive verdicts which are sometimes rendered by the juries, render risks assumed enormous. So far as possible every precaution has been taken to obviate danger and a more general understanding among roads as to changes of time whereby trains could be run with the advantage of habit in addition to the fixed rules would, especially in single track roads, do much to diminish this item.

I also have a copy of the annual report for 1857. In this report the directors express regret at the sudden death of their late superintendent, James M. Whiton. The net earnings of the year are given as \$105,044.19. The report says: The expenditures of the past year are much increased by reason of the flood in August last and by the fires at Plymouth and Lake Village with the tax of 1855 requiring an outlay of \$27,000 which have been added to the current account of 1857. Treasurer George Minot of Concord presented a comparative statement of the income and expenditures for the years 1856 and 1857. The gross passenger income for 1856 was \$121,774.74 and for 1857 it was \$115,475.72. The gross freight income for '56 was \$236,631.69 and for '57 it was \$214,292.49. The expenditures for '56 were \$163,378.67 and for '57 they were \$155,742.25.

In addition to the old reports I have a collection of old tickets. I think the oldest is a baggage ticket issued when East Tilton was Union Bridge. They used to issue tickets for baggage. It is printed on both sides alike and says, "Boston, Concord & Montreal Railroad. To Union Bridge.

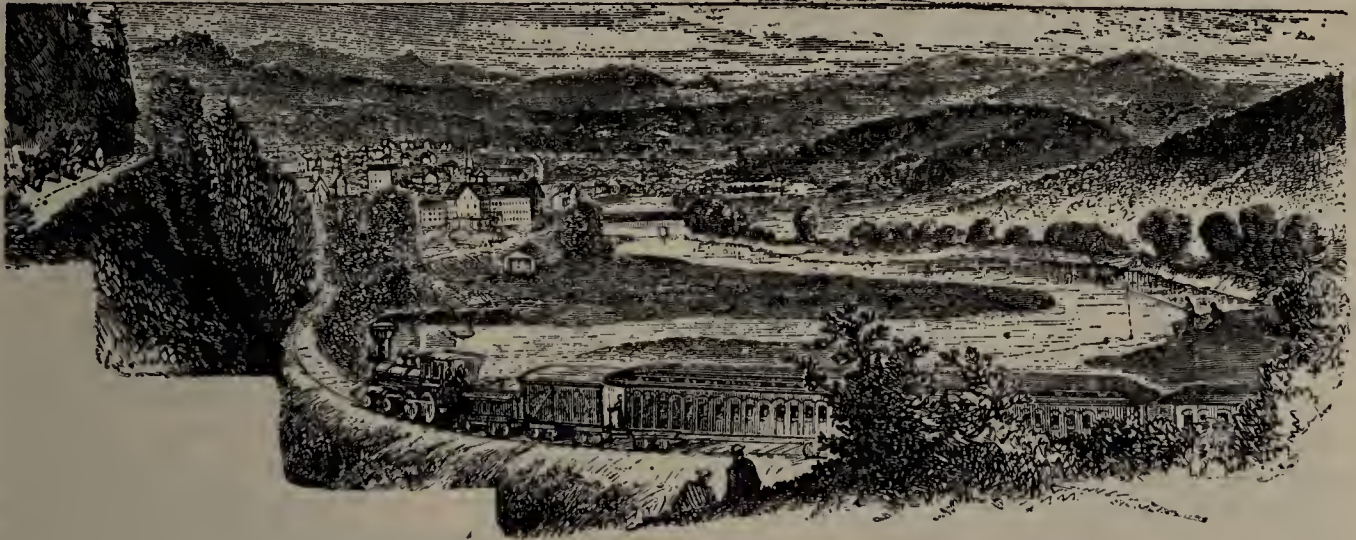
Baggage valued over \$50 to be at owner's risk unless notice is given and extra charges paid."

Another old ticket dated June 2, 1866 on the Northern railroad is "To West Andover" and is signed by A. G. Warren. The stamp is Northern Railroad 66.

I have preserved my ticket to the opening of the Lake Shore Railroad, Tuesday June 17, 1890. This marked the opening of the new line between

value is signed by C. E. Tilton, President, and is an annual pass on the Tilton & Belmont Railroad for the year 1890. I have a ticket on the Steamer Lady of the Lake to Wolfboro signed J. L. Rogers and dated August 21, 1866.

I had connection with the railroad as police for many years. It was through my efforts that the fellow was caught who tried to run a train off over the summit. He got mad at



On Plymouth Intervale in the summer of 1872.

Lake Village and Alton Bay. A special train left Tilton at 9.51 a. m., that day. C. A. Busiel as president signed the ticket.

I also have a complimentary ticket to the opening at Lancaster, N. H., Nov. 29, 1870, reading "Boston, Concord & Montreal & White Mountains (N. H.) Extension Railroad. Pass Mr. W. P. Lang from Tilton to Lancaster and return. J. A. Dodge, superintendent." The engine that drew the train that day was named Lancaster.

I am still holding a pass dated Sept. 25, 1876, Tilton to Plymouth, "On account of police." One of the complimentary tickets I especially

the railroad because he had been put off a freight and tried to get revenge by piling up a big lot of ties on the track. He was arrested, convicted and sentenced to 15 years.

Among my souvenirs are a lot of baggage tags. When the railroad gave up using these brass checks I happened to be in Boston where there were barrels of them at the North Station and I picked out a few.

Among my collection of railroad souvenirs I ran across a receipt dated Sept. 25, 1862. It was J. L. and E. A. Abbott to the Boston, Concord & Montreal Railroad Corporation Dr. For transporting from Sanbornton to Concord a lot of oak lumber weighing

11,250 pounds. The charges were \$9. The Abbotts were connected with the Abbott, Downing Co. The bill is signed by David F. Johnson, station agent. The receipt says: All goods and merchandise will be at risk of the owners while in the store houses of the company. Terms, cash on delivery.

There has been quite a change in the present Tilton station since it was built. The present building has been raised about two feet higher than it was at first. The new street was installed in 1895 and at that time the depot was raised, many car loads of gravel being furnished for the purpose of grading. The fountain at the depot was not changed and this is the reason that it is so low down at present.

Yours very truly,

William P. Lang.

Tilton, N. H.

After fifty-five years of service from the old B., C. & M. days, along down through the years, up to last November George Ed Cummings had seen more railroad service than any other man now living in the state of New Hampshire. After being superintendent for twenty-six years, Mr. Cummings, owing to ill health, resigned with a railroad record equaled by but few.

With the resignation of Supt. George E. Cummings, November 1st, 1918, ends fifty years of varied railroad career. As records show, Mr. Cummings began railroading in the fall of 1868, as watchman in the Woodsville Engine house, which at that time was the terminal of the North Country railroad. The engine house at this time had a capacity of five engines and the turntable inside the house. The engines were wood-burners, requiring the handling of a large amount of wood by the employees.

Mr. Cummings remained at this post, as watchman and cleaner of engines until the spring of 1870, when he went to Littleton to fill a similar position, going from there to Lancaster as the road advanced to that point.

Superintendent J. A. Dodge had promised Cummings a job breaking just as soon as he was old enough and his size would permit, and in the spring of 1871 this long looked for job was obtained, and with pride he entered the train service. At this time the brakeman had something to do besides help the ladies on and off and call out the stations. The passenger cars were fitted up with a wood stove in the center of the car, two candle lamps, one on each side of the car, which gave barely light enough to see your way through the coach. The cars were coupled together with link and pin, and all brakes were set by the strength of the brakeman's arm. The brakemen were assigned two brakes, care of baggage, and at the end of the run shifted out the train, sweep the cars, get kindling for fires on the return trip and arise early enough to build the fires and get the cars warm before time to leave the terminal, the run being from Lancaster to Boston and return. In addition all hands had to turn out and help wood up from three to four times enroute. (Likely some resignations would be sent in if conditions were put back to that now.)

In 1874 the first parlor car was run over the road; Superintendent Dodge and Mr. Cummings going with it to see that all clearances were right and that no harm came to it. This car ran from boat connection at New London, Conn., to the White Mountains.

In the fall of 1875 Mr. Cummings worked in shops overseeing the building of the first logging trucks which were the first trucks used to draw

logs from the North Country woods. In these days the way freights run from Woodsville to Eoston, instead of Plymouth and return, as at present. The run was made in four days with one brakeman.

In 1882 Mr. Cummings was appointed wood and car agent with offices at Woodsville, buying some thirty thousand cords of wood each year, which represented about the amount consumed by the road each

Divisions at that point, a position which he occupied until 1888, when he was appointed trainmaster at Woodsville.

In 1889 he was appointed Superintendent of the Kilkenny railroad, in addition to his duties as trainmaster at Woodsville. The Kilkenny road was a logging road, handling logs and lumber over very hard grades. In May of the same year he was appointed Assistant Superintendent of the



The Weirs Railroad Station and Boat Landing Fifty years ago.

year. (Some bill with the price of today.) During this period it was no uncommon sight to see a train of twenty-five flat cars loaded with lumber go out without a box car in the train, and only one brakeman to go over Warren Summit.

In 1884 the Boston and Lowell leased the Boston, Concord and Montreal road and Mr. Cummings was appointed transfer agent with offices at Concord, and was in charge of affairs for the White Mountain and Northern

Montreal railroad north of Concord with headquarters at Woodsville, which position he held under the Superintendency of Edw. F. Mann, who died in August, 1892, when Mr. Cummings was promoted to the office of Superintendent, a position he has held through all the changes of titles and management down to the date of his resignation on November 1.

Mr. Cummings was also President of the Mount Washington for several years, and all in all knows the rail-

road business of the lines between Concord, Groveton, Berlin and the top of New England (Mt. Washington) better probably than any other railroad man in the North Country.

Lakeport, March 10, 1919.

Dear Caswell.

I am much intertested in the old time railroad articles. Forty years ago I was one of the boys with the rest of the fellows and shall never forget these days. I am not much at writing, but could use to "polish a brake-head" with the best of them.

In my bright lexicon of youth

There was no such word as "Fail,"
And in those days I was quite sure
I had the old world by the tail.

But now that I know thrice as much
As I did then, I heave a sigh.
And, looking back, I wonder how
In thunderration I got by!

OLD TIMER.

This work would not be complete without Joe Hooker's name mentioned in it somewhere. Joseph B. Ayer was himself a part of the old B., C. & M. He knew how to handle a locomotive, and keep one in repair as well. He had a habit of apparently sleeping for miles at a time when climbing the hills. With his trusty hand on the throttle, but when the drivers started to 'slip' an intuition would intercede and he would invariably "put her in to the center" and she would "pick up" again. A trusty fireman in the cab with him always counted for much; he run for years without any serious mishaps. He is now spending his declining years on his farm beside the lake just out of Lakeport.

Already there has appeared a list of engines and their locomotives in 1882—37 years ago. Another list comes to hand which is seven years older, 1875 or forty-four years ago, and is sent by ex-Supt. Cummings. The list is as follows:

Plymouth was run by Patch Clifford.
Lancaster, West Lyons.
Mt. Washington, Charles Hoit.
Lady of the Lake, John Marsh.
Old Crawford, Will Moore.
Chocorua, George Ferguson.
Ahquedockin, Charles Burleigh.
Coos, Henry Little.
Northumberland, Bogy (Alfred) Drake.
J. N. Elkins, George E. Randall.
Fabyan, Die Sargent
Profile, Ossie Berdean.
Tip-Top, Frank Swasey.
Peter Clark, William Kimball.
Winnipeseogee, Martin Perkins.
Pehongun, Sam Kimball.
Laconia, Spare.
Belknap, Joe Ayer.
Pagus, Nelson Bedell.
Granite State, Charles Leonard.
McDuffe, John Boynton.
Moosilauke, George Lyon.
Franconia, True Carpenter.
Ammonoosuc, Orrin Bailey.
Gilford, Fred Clifford.
Tilton, John Swain.
Marshfield, Spare.
Stranger, Spare.

In the old days of link and pin couplings and hand brakes, when railroads were in their infancy, the brakemen constantly faced dangers unknown to the men of today. A bright lad with a widowed mother over in the town of Easton, was away on his trip, doing his best to keep the wolf from the door of the old home; in a moment of leisure he wrote these lines which found their way into some newspaper:

The Brakeman.

By Chas. Dexter.

Dust grimed features, weather beaten,
Hands that show the scar of toil,
Do you envy him his station,
Patient tiller of the soil?
In the storm or in the sunshine,
He must mount the speeding train,
Ride outside at post of duty,
Heeding not the drenching rain.

In the pleasant summer weather
Standing on the car-top high.
He can view the charming landscape,
As he rushes swiftly by,
When he notes the beauteous picture
Which the lovely landscape makes,
Suddenly across his dreaming
Comes a quick, shrill cry for brakes.

But when winter's icy fingers
Cover earth with snowy shroud,
And the north wind like a mad man,
Pushes on with shrieking loud,
Then behold the gallant brakeman
Spring to heed the engines' call
Running o'er the icy car-tops,—
God protect him if he fall.

Do not scorn to treat him kindly,
He will give you smile for smile,
Though he is nothing but a brakeman,
Do not deem him surely vile,
Speak to him in kindly language
Though his clothes are coarse and plain,
For he has a fearless heart
That feels both joy and pain.

He may have a widowed mother,
He may be her only joy,
Perhaps in her home she is praying
For the safety of her boy;
How he loves that dear old mother,
Toiling for her day-by-day,
Always bringing her some present
Every time he draws his pay.

Daily facing death and danger,
One mis-step or slip of hand,
Sends the poor unlucky brakeman
To the dreaded unknown land,
When we scan our evening paper,
Note what its filled columns say,
One brief line attracts our notice,
"One more brakeman killed to-day."

In her little lonely cottage,
Waiting in the waning light,
Sits the luckless brakeman's mother,
She expects her boy to-night;
Someone brings the fatal message,
God have mercy: hear her pray
As she reads the fearful story,
"Killed while coupling cars to-day."

Manus H. Perkins began railroad-
ing fifty-three years ago. He spent
27 years of his life on the road and
died December 13, 1892, as a result of
a fall from his train a year before.
He started as brakeman in 1866 and
after a couple of years was promoted
to conductor, running the through
freight to Boston, and in later years,
the stock train. For eight years, up
to the time of his fall, he had not
missed a day, and all his years of
railroading were passed on this road.

George G. Shute will be remem-
bered by many today. Shute began
railroading in 1880 under Mr. Dodge,
for the old road. He gradually
climbed the ladder of promotion and
had many friends who knew him best
along the line over which he ran as
passenger conductor. For a number
of years he was in charge of one of
the C. P. trains between Concord and
Newport, Vt. He died about four
years ago. The Boston Herald one
time told of a conversation between
Shute and a drummer on his train as
they went through Haverhill one day.
The drummer asked,

"George, why didn't they have the
station over near the village?"

To which Shute replied in his usual
droll manner,

"Because they wanted it over here
near the railroad."

Bath, N. H., March 15, 1919.

Brother Caswell:—

I am interested in your articles,
Early days of the B. C. and M. R. R.
I have lived for 60 years on the line
of what is now the Boston & Maine.
Way back in the sixties as a boy, I
well remember the old timers.

Weston Lyons, one of the old
timers went to work for the old Bos-
ton, Concord and Montreal R. R., in
1863 as fireman. In 1867 he was a
full fledged engineer and worked for
many years; everybody on the line

knew Weston. He is now at Elkhart, Ind.

With best wishes, I am,

Very respectfully,

James W. Foster.

Following is a letter from Rev. William A. Loyne, a Methodist minister, who probably is better known and more popular among the railroad men of his day than any clergyman before or since. Mr. Loyne is today pastor of St. Paul's Church, Lawrence, Mass.

To Mr. Caswell:

Dear Sir—I have been very much interested in the Warren News from the day of its first issue. It is to me one of the marvels of the north country.

When you started in recently to print the correspondence from the railroad men and the brotherly or sisterly old engines, telling about the folks, it fairly made me long for the week to come round when the next issue would be out like boys waiting for the coming of the morning to see what would be said. How real-like it has all seemed to me.

I first became acquainted with the men and the old-time engines in 1881. My experience has been growing and my knowledge of the road and the folks has been very pleasant indeed.

It was in the spring of 1885 that I first came in touch with the men and the old smoke stacks and the polished work of the engines.

I never thought as much about the machines as I have of the men. The first man whom I learned to know and regard was Will F. True, the agent for so many years at East Haverhill, now Oliverian. Every railroad man who passed that way knew that brother would be on his job. He was one of the most faithful men I ever knew. There was Charles Simpson, known in his day all up and down the road. He was an express-

man, or in the car in charge of the express. Charles was one of the roughest men on the outside, prided himself on his rough speech, but he was white inside. When he was on his dying bed he sent a message to me to know if I would come from Colebrook to preach his funeral sermon, which I promised to do. When Charles was buried from the old church there was a crowd from all parts. A special train was run in charge of the whitest man on the railroad, Supt. Ed. Mann. When the service was read at the grave it was a beautiful sight to see a large crowd of railroad men standing about the open grave. Mr. Sam Paige assisted me in reading the ritual. It was there I learned to love railroad men.

Another of my old friends was George Shute, conductor. What a peculiar man he was! But who ever knew a bigger hearted brother when you touched the right cord.

There was Herb Gale, white as a hound's tooth. Herb came down to East Haverhill to meet his lady, Miss Minnie Merrill, and they came to the parsonage to be married. After the wedding they started off up the road, as Herb said to take the old road back by the Center. About fifteen minutes afterward back he came, and said: "My soul, Elder, I forgot to kiss the cook," and he handed me a ten dollar gold piece, and started off again.

When I think for a moment of my old friend, Frank Johnson. How the boys did like Frank! He was my neighbor in Woodsville; and at Concord, I finally laid him to rest. What a splendid railroad man he was! He died as he lived,—a clean, true and helpful brother.

Time would fail me to tell of the men of yesterday.

There was my old friend of many years, who prided himself in 747—old 747. It was Milo, and there was only one Milo. "I like 747, Elder, she rides hard, but she makes time and she is sure." Poor Milo, we all wish that he might be strong again, but the fountain of the great deep has broken up.

I have had old friends among the highest-ups, who have done many things out of sight. There was Gov. Fred Smithe of Manchester, the president of the road, and Frank Brown,

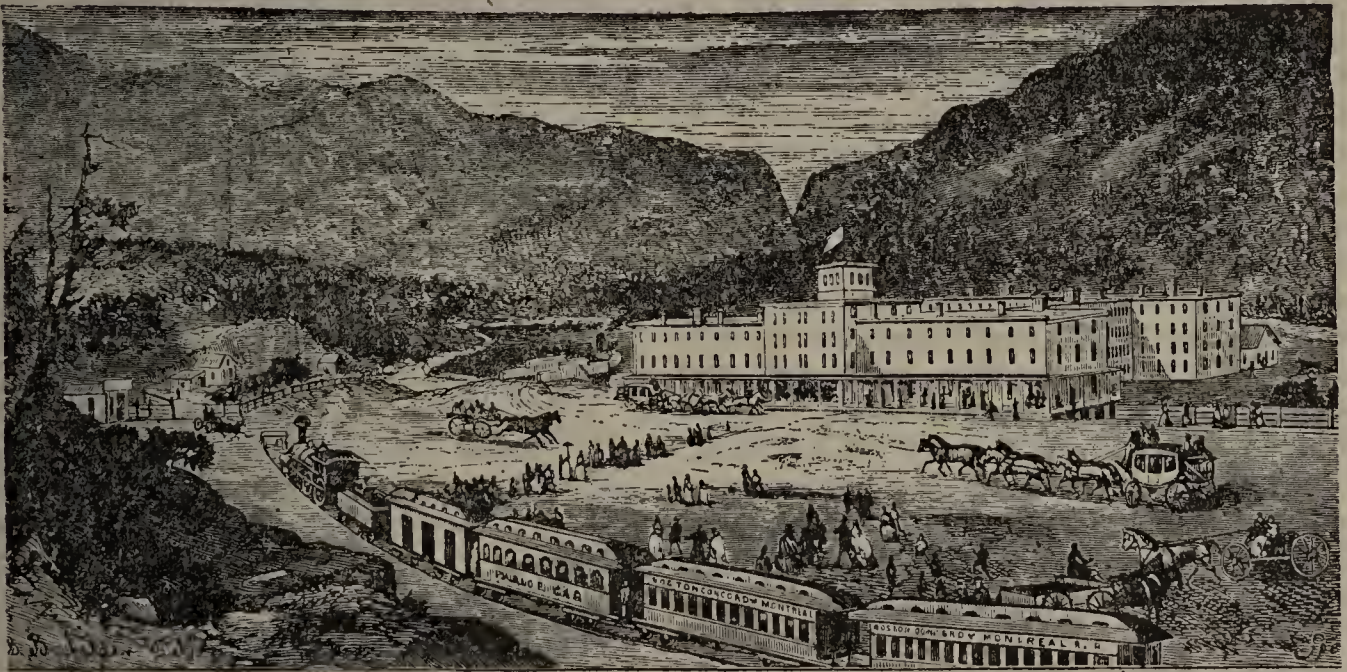
year, and I hope to meet them in the land that is fairer than day.

Yours respectfully,

W. A. Loyne.

26 Wyman St., Lawrence, Mass.

Next comes a letter from Mrs. C. D. White, "Grammie White," as the boys used to call her. Mrs. White is the mother of the late Frank P. White, who for many years was connected with the old road as telegraph operator, and later train dispatcher. Frank White went through life minus his



One of the first passenger trains to run into Fabyans in the early 70's.

the agent, and Mr. Cummings of Woodsville and others, who never refused me a favor for the sick or needy whenever I asked them.

My old friend, Tom Taylor, yet with us, who contributed the first dollar toward the cottage hospital, and a bunch of railroad men made the first public subscription toward the same.

My friendship and deep regard for railroad men has grown with the

right arm. The member was severed when he was 19 by the old "bumpers" while coupling cars at West Rumney. White afterwards learned to telegraph and died at the age of 59 years. Grammie White was left a widow thirty years ago and in her advanced years is remarkably smart, takes in washings and finds time to enter into social life of the village. She is 85 years of age and has lived just south of Wentworth village within twenty-

six feet of the railroad ever since the road was built through the town.

Wentworth, March 3rd, 1919.

Friend Caswell:

You are publishing interesting articles on the things which happened on the B., C. and M. railroad years ago. I am much pleased to learn of so many old acquaintances which it was my good fortune to know personally. One instance in particular, was when Henry Mann, some 40 years ago was conductor on the stock train. When the train was only a few rods above the station it was noticed that some of the cattle were having a skirmish and when they got down to White's crossing opposite my house, one succeeded in pushing another through the rack of the car, and as he went out, he swung against a signal post and rolled under the train. It was in the month of February when the snow had become so hard outside the rails, that when it hit the creature it threw the cars off the track. I ran out to see what I could do, and saw the cars were off the iron. I looked up the street and a man was coming with team. I motioned him to stop and I got a knife for him to bleed the creature, and asked him to hurry to the station and notify the express, which was nearly due. He did so and also notified a butcher who lived near the station. The butcher was Daniel Colby, father of Engineer Bert Colby. After I had done all I could, I looked down the track and saw Mr. Mann and owner of the beef coming post haste with an axe. I soon found that the train had been wrecked at the first twin bridge; when it hit the bare sleepers, it caused the cars to go off the iron, and butter, potatoes and a variety of other merchandise were all in a heap. It took until midnight to right the track ready for trains to go over. Mr. Mann gave me a compliment for my thoughtfulness. That was one of my

experiences since living here beside the track.

The next was when they used the old couplings and often a freight would be broken apart, sometimes in three sections; but on this particular morning it was quite early so the conductor had his lantern still burning, and as I watched to see if they came to a stop, I saw him drop with his lantern. As the train went under the bridge his back was towards the "head end", and he did not see his danger. My husband and I hurried to the scene. I took a quilt to use in case of need, but before I reached the scene, I saw a rubber in one place, a glove in another, and pieces of skull scattered about and it made me sick at heart. Mr. White took the place to get him out of the wheel where his clothes had been wound in with his body. After a long while he was taken out, the body mutilated beyond recognition.

When the big washout occurred just south of the station, when two engines went into the ditch, it was a narrow escape for the engineers and fireman. Henry Mann was conductor and he was on top of a car and saw through the fog that the track was settled; he gave warning as soon as possible. The engineers and firemen jumped for their lives and landed in the brook catching hold of bushes to save themselves. Carloads of apples and other things were washed down the brook and rails covered completely out of sight. Young nurseries grew up from the buried apples in several places. The brook was covered with a trestle work and it was very easy to undermine with the large amount of water. It ruined the farm then owned by a man named Milo Aiken. Sand and rocks were most all there was to be seen. It was 43 years ago and I do not recall the train-

men's names. It was a very narrow escape that none were hurt or killed.

I want to mention one more bit of experience which happened in the month of January. I think it was before the large snow plough came in use. A terrible blizzard had been raging for two days and a large crew of men had shoveled at the depot to keep the yard passable. On this day just as the sun went down, Mr. White came home from the station where he had worked all day, and said he didn't know as they would be able to get through at present. There was a large drift just north of the house and Mr. White said he hoped he would not have to go out again that night for it was growing colder and the wind blew fierce. I said I hear them coming into the big drift and then hurried into my west room to look and the three engines were doing their best and in an instant—crash! went the window behind me, and glass, sash and draperies were buried in four feet of snow in my sitting room. Just as Mr. White came to the door, the crash came. Had he been one second sooner no doubt he would have been killed. I managed to get over the snow filled with glass and sash and then the snow had to be shoveled out and a thick quilt was nailed up for the night. In the morning we took off a double window and nailed over the smashed window until we could send to Lake Village for a new window. It requires care and some nerve to live within 26 feet of a railroad crossing. Many times people have come near being run over at this crossing and trains have many times come to a full stop in order to save lives. I have fought fires to save buildings, and have shed tears to see my pet dogs and cats and flocks of chickens and hens killed, but have survived to go through many scenes, unpleasant

though they were; but am thankful after fifty years of all this, to be alive to tell the story at the age of 84 years, young.

A letter from my grandson, Guy B. White, Montpelier, Vt., oldest son of Frank P. White, says he is thinking of 33 years ago now, when he went with his father to Concord and Mr. White and myself came back with them. We started from Concord about 3 p. m. It had been snowing a few hours and still snowing harder. When we reached Plymouth it was reported that a heavy freight train was stalled at Spaulding's crossing in Rumney and it would be impossible to get through that night, and it was a busy night. Frank hired a room with two beds in the Pemigewassett house and the little boys and I were made comfortable for the night. The next day was Town Meeting day but the train did not reach Wentworth until 7 p. m., next night. The storm turned into a blizzard which the boys will remember as long as life lasts. Frank White helped in the telegraph office through the night. There have been great improvements in getting trains over such obstacles as those of 40 years ago.

Respectfully yours,

Mrs. C. D. White.

Suncook, N. H., Feb. 24, 1919.

C. E. Caswell:

I wish Mr. William Kimball was living to tell a little of his life on the road. I am sure a man who put in over 40 years as he did, must have seen some good things. He told a party of friends one time of the fast run he made from Plymouth to Woodsville. He had a young chap who wanted to be kind of smart, who was conductor on that train up and back one day, so when he would come out to give the signal he would say to Kimball, "Well, Bill, don't go

to sleep." Kimball said he had heard it enough, so after a few stations he opened her up, and when they got to the Summit the young chap came along and says, "For G—sake don't run so fast." "I shan't go to sleep", says Bill. He thought it was the best time he ever made, but that settled the going to sleep question after that. The young man was heard telling a friend of his what fast time they made on that road. He said, "We left Plymouth one night 20 minutes late and got into Woodsville on time."

I think Mr. John Marsh could relate some good ones if he felt like it, and I hope to hear him tell of his run into the washout at Wentworth.

Am not writing this for publication but I like to hear the good things about the old B., C. & M., and the good old times I have seen there.

J. EAMES.

If Uncle John Marsh were living today he would be about a hundred years old. Uncle John many years ago went on his long vacation. The washout at Wentworth was 43 years ago. Uncle John jumped into the stream, was carried quite a distance in the swift current and saved his life by grasping some bushes beside the stream. He told the boys the Lord put the bushes there to save his life. Mention is made of this circumstance earlier in the article. The Moosehillock and Franconia were badly wrecked at that time.... John Marsh, Sr., formerly worked for the road and run the Mt. Washington summers between the Base and Fabyans. If he is yet living is not known to the writer, but it is quite probable he is not.

Ralph Adams was many years master mechanic with headquarters at Lakeport. Mr. Adams was an unusually good man, a skilled me-

chanic, respected by all the boys; and the directors and officials of the road had implicit confidence in Ralph Adams. As a citizen he was held in high esteem. Clarence W. Adams, his son, is now stationed at Tilton.

It seems that I never could tire of writing about the old days of wood burners, hand brakes and link couplings, along with the old timers who made railroad history three score years ago, for certainly, "They builded better than they knew," as has already been said.

In early railroad days when locomotives were designated by names, usually this name was printed on the sides of the cab in shining gilt letters, people living near railroads seemed to take a real interest in the various engines. We boys of two score or more years ago were very enthusiastic over them. Not only did we know by name all the locomotives that came into this vicinity, but could tell of the approach of any particular one by the sound of its bell or whistle. The new locomotives, each larger and more ornate than the older ones, were viewed by us with critical but approving eye.

In early days of the road, the passenger cars were so poorly lighted at night that a person sitting at one end of the car could not tell whether or not there were any passengers at the other end. The only means of lighting in those days were two feeble oil lamps, one at each end of the car. But though a passenger could not read in the car at night and had to commune with himself or talk with a neighbor whom perhaps he could not see; though his spine were almost broken by the low-backed seats, and though in winter

his feet were half-frozen from the inability of the single wood-stove to successfully attack the cold drafts that came in around the windows;—though the passenger suffered these discomforts, yet he had the satisfaction of knowing that his train was proceeding on its way with a due regard for the outward glories, for the locomotive was radiant with burnished brass and ornate decorations.

I recollect how forty years ago I used to help “wood-up” the old Duffe, Lady, Paugus and the other helpers, being rewarded with a ride by many of the obliging engineers, whose names have been mentioned elsewhere in this article. How the memory of those old “tubs” linger with me, with their swell topper stacks and brass mountings. The interior of the cabs is fresh in my memory.

The old time engineers seemed to have a real affection for their machine; an affection which the modern engine does not seem to evoke. Perhaps this may be imaginary, but the old-time knight of the throttle seems to delight in recalling experiences with these interesting old locomotives. I recollect one engineer who had handled a locomotive for forty years, and the last few years of his railroad life, practically the same machine; when he performed his last day’s work as engineer and left his engine in her stall at the round house, cried like a child.

There came a time, however, in the progress of railroad utilitarianism when it seemed wise to drop the names and henceforth to designate the locomotives merely by number. A pretty romance of the rail then passed away. Engines which seemed to be real living things lost their names. No sentiment attaches to a number, and when all the old

familiar names were lost in cold and unsuggestive numerals, and when, later, the glories of polished steel and shining brass and showy gold-leaf gave way to sober hues that required less attention, then did the locomotive, losing all its distinctiveness, and, differing little in appearance from other locomotives, degenerate into a mere piece of mechanism.

As time went on, after the Chocorua had been equipped with an air brake and successfully tried out, other passenger engines were fitted out with the Westinghouse brake system and all the engineers given a schooling in handling it.

“The air brake did it.” Whenever a heroic act was done by the boys it was not for honor or laurels. One summer morning a passenger train was speeding along the lake side, made a curve, at the end of which another was in sight, winding to the left and from that a cottage home stood in the shadow of the foliage—casting reflections in the crystal lake of Winnepesaukee. The engineer excitedly exclaimed: “A child on the track!” and applied the air. At the exclamation the fireman sprang from his seat, glanced down the track, his face became pallid. A child perhaps three years old stood midway between the rails and not a hundred yards from the engine, facing the on-coming train waving its little hands, as it was wont to do from its mother’s arms perhaps, at the passing of the cars. As the air was applied this noble-hearted fireman, a lad in his teens almost pitched through the glass window in front. At the same moment there was a scream, a woman’s voice, and with arms aloft and face paralyzed with terror the mother stood upon the steps of her cottage. Quicker than it requires to tell it, the train was bearing down upon the child—

not twenty yards from the engine, which under the pressure of the air-brake, was bumping and jolting furiously. The fireman's seat was vacant, the engineer was alone in the cab, a vest and gold watch lie in front of the firebox door; the pilot was within twenty feet of the child, the train still in motion, too rapidly to be checked before reaching it! The engineer closed his eyes, his heart stood still at that instant. Again the mother's heart-rending scream, and the engineer opened his eyes to see the child tossed several feet into the lake! Thirty feet more and the train was stopped. The engineer stepped into the gangway, looked out into the lake and saw struggling in the water the fireman, Andrew J. Pike, holding in his arms the child, supporting its tiny form above the water, swimming towards shore. That mother's joy could never be expressed! While the train was bearing down on the child, Pike had instantly thrown off his vest and climbed along the running board to the pilot hoping to grasp the child before the locomotive struck the frail body, but too late; the little form was tossed into the lake but not seriously injured. After the child had been restored safely to its mother, the train crew and passengers climbed back, and the train proceeded on its way. A trembling hand pulled the throttle which started the engine, puffing and hissing until it was going at full speed again. Not a word did the men in the cab speak to each other for some moments. They were each doing their duty before God and man. The heroic act of that fireman was talked of for many days, but Andrew Pike was not "puffed up" because of it, and simply did what he could, realizing that it was not entirely his own efforts, but those of the steady hand and nerve of the

engineer, more particularly "the air brake that did it." Mr. Pike is one of the few old B., C. & M., men on the system today, and has for many years been a trusty engineer.

A circumstance is told of while Eastman's train was speeding between Lake Village and Meredith one early morning the engineer received a bell rope signal to stop, and did so. The conductor said he had given no signal, the brakeman neither had given any signal, but the baggage master and expressman explained that a rooster had escaped from a crate of live poultry in the express car and lighted on the bell cord, his weight sounding the signal in the cab.

As by this time is well known, the earliest locomotives were wood burners, with smoke stacks many times larger than those now in use, as will be seen in the several illustrations. In the early railroad days the road used approximately 30,000 cords of wood a year. This wood was gotten off the company's own land in close proximity to the right of way. Arthur Knapp of Warren was a leading wood contractor for the old road and employed large gangs of men in various localities along the line. Wood was also bought of the natives whoever desired to land it beside the track. \$2.50 a cord was the average price paid. My grandfather used to have charge of a hundred men on wood trains caring for the road under direction of Mr. Knapp. Obediah G. Smith of Plymouth had several gangs sawing wood at various places along the line. At first the old tread horse-power was used; later an antiquated hot air compression engine, and then the Baxter steam engine. The wood-sawing crews lived in boarding cars and were moved from one siding to an-

other where there was wood to be sawed. Over Warren Summit, with a grade of 96 feet to the mile was an up-hill haul and required fuel and steam. There were two woodsheds on top of the hill and four within two miles of each other down the line a couple of miles, with one at East Haverhill. In fact there was a shed at about every station along the line. The writer remembers, that even back as late as the seventies, when he was a tender and shrinking youngster, the fuel supplied to the old wood burners running between Concord and Woodsville. There used to be a treadmill sawing machine in the woodshed at East Haverhill across the track opposite the present passenger station. Here the station agent sawed wood. My first recollection of the outfit was the horse power and old white horse. At Warren there was another wood sawing outfit run by water power. This outfit was in the shed adjoining the water tank and engine house which were opposite the railroad buildings. Later the water failed to be sufficient power and a stationary steam engine and boiler were installed to saw wood and pump water for the locomotives. Wood was carried from towns up and down the line and sawed here; large quantities of it for the fussy little engines to eat up and spit out in smoke and cinders. The sound of the saw was for years a familiar one hereabouts in those days as it operated to supply the hungry locomotives with fuel.

An interesting letter follows below. This letter was written by William H. Durant of Somerville, Mass. Will Durant was a lad in the old wood burning days. His father kept a boarding house at Wells River, Vt., just across the river from Woodsville and many of the railroad

men boarded there in the early B., C. & M. days.

C. E. Caswell,
Warren, N. H.

Dear Sir:

Complying with your courteous request dated March 17th with pleasure I recall old B., C. & M. days; for among the names mentioned in a reminiscent way in "The News" you mailed, ex-mayor George E. Hutchins of Berlin, N. H., is spoken of. It was at the age of seven that I recall my first experience in listening to railroad parlance and as time passed verbal knowledge of railroading increased at the "Old Hotel" at Wells River, where many of the boys boarded.

If a good word can be spoken of the veteran railroad man, why not say it? None more than he was subject to requests for simple favors, and no body of men more willing to grant them, anticipating no hope of reward.

Recalling the names of Conductors Ferguson, Rollins, Butler, Eastman, White, Mooney and Engineers Drake, Sargent, Hutchins, Ayers, Ferguson, Burleigh, Annis, Swasey, Cawley, Adams, Kimball, Clifford, Bailey and many more railroad men from whom I never received an unkind word, amusing episodes present themselves. Like many inquisitive Yankee boys, my first question was, "Can an engine puff when the whistle blows?" The old round house where Superintendent Cummings was then employed at Woodsville, had a crank-operated turn table which concealed the pit by flooring and there was a stationary engine for running machinery, both of great wonderment, but I was nonplussed when told the inside-connected locomotive, Elkins, "didn't have any cylinders for the pistons run in the smoke box!"

I well remember Ike Sanborn, engineer on the "Mountain Maid". With much curiosity we youngsters would look for rings of smoke from her odd shaped diamond stack when the train started for Littleton. Mr. Sanborn's long and successful railroad career ended as engine-house foreman on the Concord road at Concord.

Orrin Bailey was a happy-go-lucky fellow as a fireman and it was a common saying that he never would become an engineer. Sam Cawley was dignified and well-favored.

With John Butler, conductor of the cattle train, in the spring of 1869 I had my first real ride on a railroad. George Hutchins, engineer, running the Pehaugun invited me to ride with him a part of the trip, and when I alighted at Lake Village no youth felt prouder of a journey. About a year later George Eastman, whom the traveling public much esteemed, invited me to get another boy and ride up the mountain road. The train left about sunrise and returned to Woodsville at 8.30 p. m. There was considerable delay unloading logs at North Lisbon on the return trip, where all hands helped. My chum became a bit frightened, for the lights in the car were dim, snow was falling and home anxiety was manifest in us both. Smith Clark was brakeman on the train. Henry White later run this train.

To conclude I wish to mention the name of an old B. C. & M. fireman, a Civil War veteran, general locomotive and engine house foreman at Concord, whom I worked under fourteen years. The funeral service of Porter Crane was February 16th last which I attended. A faithful and skilled mechanic, a true Christian man! To Mrs. Hutchins and in affectionate memory for Mrs. Clark, and Mrs. Clifford, who, I as a god-

son, many times looked to, a final word of appreciation is added.

Yours truly,

WM. H. DURANT.

Somerville, Mass., March 21, 1919.

The James N. Elkins was run one summer on a gravel train minus her cab, which was torn away by backing under a guy wire supporting a derrick where a culvert was being rebuilt.

In the early days the firemen had to go out on the front end to oil the valves. This had to be done at least every twenty miles.

George Randall, "Bobbie" as he was nicknamed, had a mania for oiling. He almost invariably carried an oil can about with him when on duty. Many times he would stop on the road between stations and oil. His locomotive never had to go to the shop for lack of oil and he was a good and faithful employee.

Fred Whiting says when he entered the service \$1.42 a day was the price paid firemen, with no over time. All time over twenty-four hours was reckoned on the following day, and they would work nearly every Sunday cleaning and polishing the brass about their machines without pay. They took pride in the appearance of their engines.

But eight engineers are running today who were running in 1882—thirty-seven years ago.

The worst wreck in the history of the road up to that time occurred in the spring of 1882, when twenty-two loaded cars run back down the hill, colliding with the way freight in North Haverhill yard. Conductor George Stone and his brakeman

were in the caboose asleep. The way freight crew heard the cars coming down through the woods opposite the Keyes farm and had an opportunity to save themselves. The crash came and thirty seconds later there was the greatest pile of junk the road had ever had on its hands. The Granite State was hauling the way freight in charge of Engineer Whiting. She was hurled completely over a fence, bottom side up with the dead body of Conductor Stone crushed between the steam dome and sand box. He was killed instantly, as was likewise the brakeman who was found in a box car of the way freight two cars back. He was thrown from inside their buggy, over the way freight engine and into a wrecked car two back in the other train in an instant so great was the impact. Arthur Knapp was at Haverhill station waiting for the way freight when the cars passed through there and said they were certainly going 70 miles an hour. He said in three minutes he heard the collision distinctly in the morning air, four miles away. The way freight crew as a whole had a narrow escape, and a fireman by the name of Fellows was so badly frightened that he resigned when he arrived at the terminal. This locomotive (Granite State) was repaired at a cost of about \$3,000 and did freight work for a number of years after. There was another Granite State spoken of in one of Mr. Cummings' letters as being demolished at Sanborn's track by a freight engine side-sweeping her, coming out from Loon pond one morning.

Speaking of Sanborn's track brings to mind an old time stone mason and contractor "Jarve" Sanborn who did business at a quarry near there. Sanborn was a large, portly man with enormous feet. One

time he sent one of his shoes to Concord by some of the boys to be repaired at a cobbler's shop. A freight crew brought the shoe back in the night and in the train was an empty flat; they placed the shoe in the center of the car, carefully strapped and nailed it down, and set the car out at Sanborn's track. They sent a man up to the house to notify Mr. Sanborn that there was a car with some freight which should be unloaded immediately.

Thirty-five or forty years ago the railroad furnished the way freight crew free breakfasts at the Pemigewasset House when they arrived at Plymouth, and the railroad paid the bills.

In those early days many of the freight crews lived in their caboose. Had it fitted up with cooking utensils, bunks, etc. In those days eggs were 10 cents a dozen, butter 15 cents a pound, and other provisions accordingly, much of which could be procured of the natives along the line.

In the early 80s two popular freight brakemen were killed at East Tilton. These men were Isaac Palin, whose remains were taken to his home at West Holland, Vt., by Frank Johnson and Hosea B. Mann. The other was Thomas Gotchie. Both were on the way freight.

There were George, Charles and Edgar Davison. George Davison was station agent at Woodsville, and died in 1888; Edgar was killed at Lisbon and Charles left the road and is in a bakery at Woodsville.

Another bright lad who went to work for the road a little while before it was taken over by the Boston & Lowell, was Carroll C. Rine-

hart. He made good, worked up and was train master of the White Mountain Division of the B. & M.

Up to about the year 1878 the passenger cars of the old road were bright yellow.

George Stone and Al Haines were two old timers as well known forty years ago as the road itself. They got into a fracas one day and when it ended Haines had bitten a chunk out of Stone's ear.

One day thirty-five years ago Conductor Will Keniston was coming out of Woodsville with a through freight, and when the train got down to North Haverhill, (now Blackmount), fire was discovered in a car loaded with rags. It was spontaneous combustion. To save the train, Keniston took matters into his own hands, stopped, "pulled the pin" ordered the engine down the yard, procured a wrench, removed the fish-plates from two opposite rails, sent the locomotive down the line to get a start. Throwing the rail ends over out of line towards a field the pin was pulled and the whole done almost in less time than is required to tell it, the car was violently shunted over the dump and left to burn free from obstructing traffic and with little damage to the road-bed.

Orrin Berdean, an old timer and a good and faithful knight of the cab is 83 years old and is passing his declining years at Laconia. The names of many of these old timers are mentioned almost with reverence, although they are dead they yet liveth and their works do follow them.

Before me is a time table of the old Boston, Concord & Montreal road, giving running time of pas-

senger trains between Plymouth and Concord in 1850—69 years ago. It is printed on a red card 3x5 inches. There was a train leaving Plymouth for Concord at 7:35 in the morning and another at 1:35 in the afternoon. They were due to reach Concord at 9:55 and 3:55. The up trains left Concord at 10:15 and 2:40, arriving at Plymouth which was then the terminal of the road, at 12:35 and 5:05. There were no regular freights scheduled at that time. It says no train must leave or pass any depot station before the specified time in the annexed table. It states that the time kept in the Concord railroad passenger depot will be the standard time to run by, which the conductors and enginemen must observe daily.

Another rule was: In case the up train cannot arrive at Northfield Station by the specified time in the time table, it must be kept back to some Turnout Station, taking particular care to arrive at such station five minutes before the down train is due and be upon the turnout track.

The fourth and last rule read: The Merchandise train (this must have been the freight) will keep out of the way of all regular passenger trains. And the Wood, Gravel, and all Special Trains must be kept out of the way of all regular Passenger and Freight trains by 15 minutes of the time in all cases. The same is signed by James N. Elkins, Agent.

Stations between Plymouth and Concord were: Plymouth, Bridgewater, Holderness, Foggs, Meredith Village, Weirs, Lake Village, Meredith Bridge, Union Bridge, Sanborn-ton, Northfield, Canterbury, North Concord, East Concord, Concord.

Running time of the trains between the two terminals was two hours and ten minutes, compared with an hour and fifty-five today.

In early times the link and pin couplings which were used were the cause of the loss of many an arm or hand; the link slanted at about forty-five degrees as it "hung down" and in making a hitch had to be raised to a level, inserted in the opposite draw-bar and the pin dropped in. It was an unwritten rule to always pull the pin at the south, leaving the link in the north end of the car. It was a characteristic of Conductor Farrar to invariably carry a stick with him with which to lift the links in making hitches.

On either side of the draw-bars were two six-inch blocks of wood with an iron face called the "bumpers". These deadly bumpers did their execution too often, and were the one thing railroad men of those days feared. Along in the early '80's came the modern draw-bar-coupler combined. Many times the inventor of an improvement never receives the honor, glory or financial benefit from it. In the case of the couplers now used between all passenger and freight cars throughout the United States and Canada, which were first thought of and worked out by an old man, a car cleaner by the name of Mr. Mitchell at Lancaster, N. H. Al Mooney elsewhere tells in a letter of watching the old man whittling out his model. This coupling is more fully described by Mr. Mooney later in this volume.

The idea of inventions brings to mind the fact that the "Corey car" so-called, the hand cars used a few years ago by telegraph linemen and road-masters and in fact in quite general use today, originated in the mind of a Mr. Corey, a carpenter over in Franconia, who worked out a model for the benefit of the world, and some other man to patent.

Thirty-five years ago Baxter Kimball, road master had one of these cars and his trial trip with it was down to North Haverhill; the little car was at the station drawn off on the lawn and being viewed by the natives who were curious to know what it was; when it was finally decided to be one of those "new-fangled" corn planters such as they used out west".

Another invention which went far towards revolutionizing railroading and for which the originator never received any financial benefit, was the "climber". Railroad men of today will be surprised to know the climbers used all over the world, this country and abroad, was the idea of Al Haines, a Boston, Concord & Montreal freight conductor.

Al Mooney says probably there are not half a dozen men living today who are aware of the fact that the modern "split switch" which is at the present day used on all railroads throughout the United States and Canada was invented by a poor old Irishman who worked on the Whitefield & Jefferson road back in the nineteenth century. In those days they had difficulty with rails expanding in the sun during extremely hot weather, and the section man tried a split rail as an experiment. This rail was first used on the curve just east of the station at Bethlehem Junction on the Fabyan branch. Soon after, some "schemer" saw the idea and patented the switch which is so extensively used on all railroads of today. Before that time the switches comprised of two patterns the "throw" switch now used on some lumber roads, and an antiquated pattern known as the "jack-knife" switch. This switch was placed between the rails with a heavy staple driven in-

to the "tie" to which to lock it and threw over or folded down like a jack-knife blade. Certainly the railroad men of early days builded better than they knew.

Forty-one years ago this coming July there went to work for the old B., C. & M., a lad from the little hamlet of Northfield, who for more than forty years has stayed on the job through thick and thin and made good. That lad was the well known passenger conductor W. E. Keniston. Today Will Keniston is in charge of passenger trains on the P. V. branch, Plymouth to North Woodstock. His early railroad days were spent in the freight service and for years he was kept in that branch by the officials because he was a man fitted for such work in every sense of the word and they realized it, and had few his equal, although he was deserving of "something better" but failed to get into the passenger service for long after scores of others had been promoted above him time and again. Finally circumstances changed; the O. R. C., in this particular is a benefit to its members in the line of promotion, and the subject of this sketch was given proper rating after many years. In his young days Keniston learned to telegraph and had a key and sounder on the road with him in his buggy and in case of accidents or emergency could "tap" the telegraph wire and communicate with headquarters. He used to run gravel trains, would have a telegraph instrument at the gravel pit which was usually remote from any railroad station, and receive his own train orders and send his own messages, thus saving the road good money. Probably there is not or never has been another passenger conductor on the road with a better moral character than Will Keniston. Soon after he was advanced to the passenger ser-

vice he was in charge of trains between Fabyans and the Base of Mt. Washington, and coming out from the Base one day he performed a little act which meant much to the public and road in particular, but considered it "all in the day's work". The newspapers said of it:

"Wesley Irwin met with a painful accident, Monday, by falling from his engine while it was in rapid motion coming down from the base of Mt. Washington. It was not a heavy train, but all the cars were not provided with brakes, and they got to going a little above the regulation speed. Irwin thought his tender brakes might be slipping, and stepped into the gangway to look. He had on a new pair of shoes, and when he stepped on the end of the head block his feet slipped, and he shot from the engine.

"When he recovered his senses his train was out of sight and hearing, and he could remember nothing after striking his back on the end of the head block. After three trials he managed to get upon his feet, and walked along the track, soon seeing the train backing up for him.

"He was cut and bruised all over, his face seeming to have suffered most, though on Tuesday he was so lame he could not be moved in bed without excruciating pain. On Wednesday he was reported as more comfortable, though still suffering a good deal.

"His fireman did not see him fall, and when he missed his engineer he was so alarmed and faint that he could not care for the engine. As the speed increased Conductor Will Keniston crawled over the tender and finally brought the train to a stop near the end of the branch where the grade is less.

"This branch of the railroad is through a very rocky country, and

Irwin is to be congratulated on his narrow escape from more serious if not fatal injuries".

At the close of the Civil War there came back to Warren a lad who went to work for the railroad and spent nearly thirty years of service in various branches—that lad was Ned T. Caswell, parental ancestor of the author of this booklet. Four years ago we tenderly laid his remains in the village church yard. He did his work well, and was one of the many who have gone to their long home and to whose memory this book is dedicated.

A heroic act was performed by Herb Gale when the Berlin Freight went into a washout at Rum Hill. This was not in the B., C. & M. days, but Herb learned railroading on the old road and there never was a better railroad man than he. One night there was a cloud burst causing a washout just north of Rum Hill bridge; the Berlin freight went up and in the darkness, ran on to a culvert which had been undermined. The engine crew jumped or were hurled into the Wild Ammonoosuc. The locomotive stood on her pilot while the tender remained on the iron. Pat Lennon, an old time engineer, who came from the Brown's Lumber road, was struggling in the water, and with the other poor helpless fellows, two of whom were drowned, was shouting for help. Herb quickly got up ahead, and thinking only of suffering humanity, breathed a silent prayer for his young wife and children, plunged into the swift flowing stream to rescue if possible the drowning engineer. He did his best, but the men died. Herb then started back on foot for Woodsville to report the catastrophe. He was becoming ex-

hausted, and went up to a little red farm house on the right, south of the bridge, and routed the farmer for a team. The team was refused him, and Herb did the best he could. He plodded along down to the Y and a wrecking and rescuing crew were dispatched to the scene. Elsewhere Herb Gale's name is mentioned, and when he died a few years ago there went from this life a man who will never be equaled in many particulars.

Of the older engineers but eight are running today; those are, Frank Burleigh, Geo. Hutchins, Jim Badger, Fred Whiting, Jack Lawler, Geo. Pebbles, John Buckley, and C. L. Cummings.

Forty years ago it was the custom if an extra train was to be run, word would be sent to the station agents by some preceding train. I have seen the conductor of the mail train out of Woodsville wear a ribbon tied in his vest-front as a reminder for him to tell the station agents along the line there would be an extra train follow the mail out of Woodsville the next day, and the agents would in turn notify the section men.

There was a rail repair shop in the engine house at Warren and worn and broken rails were sent here for repairs and were made to do good service thereafter. One day John Russell, who had charge of the section between Warren Summit and East Haverhill, had a broken rail. He removed it, made the trip to Warren with it on a push-car to be repaired, left the track open without a flagman until their return later in the day when it was replaced.

Among the old timers along towards the last days of the road were good and true worthy of mention such as Baxter P. Kimball, road master; Mel Clifford, who succeeded him; Josh Harris, and his brother Gus Harris, Herb and Scott Wells, Ed Lund, the Gale twins—George and Frank; George was killed several years ago, and Frank is at the present day running a through freight on the B. & M. Lawrence Ford, Melvin Mann, Fred Chase, Will Gordon and George Smith. Horace E. Rano, who so many years kept the telegraph line in order; Fred Sanborn, Gib Dow, Frank Stevens and Gilbert McConnell. Captain Colby, for years agent at Plymouth; Al Mudgett, of the way freight who was killed at Ashland; Seth Blodgett, George and Clarence Randall, these three were popular and efficient telegraph operators; Jim Badger, Charles Leavitt, agent at Laconia; Curt Leavitt for many years agent at Meredith Bridge and afterwards passenger conductor on the Lake Shore. Then there was Ed Lothar, Hosea Cass, George Carr, Will True, Frank Robie, Fernando Gale, Frank Titus. Ed Lund was said to be the best railroad man of his day back thirty years ago, for he understood handling cars when shifting in congested yards far better than the average. One time he made a hitch at Plymouth with a "stiff coupling", standing on the pilot of a locomotive and the impact was such the coupling which he held in his hands was badly bent. Herb Gale was another who was Lund's equal when it came to "shifting cars".

Then there was Moody Marston, who used to run the cattle train from Lancaster. Marston is living at Woodsville at the present time, although he has been off the road for some 30 years or more. Sam

Scales and Billy Britton, old time section foremen at Whitefield. Peter Gormley, another old timer is still on the job at Whitefield. There was Leonard Crouch, an engineer who was killed in a log train wreck on the Kilkenny road years ago. John Silver, "Raney" Murphy, Pat Davis, Walt Keniston and his brother Will, both of the latter are yet in the harness. Then there was John C. Pennock who was "jolly John" and for years carried a banjo in the cupboard of his baggage car on Eastman's train, and made use of it.

There was a family of five Mann boys, all of whom were railroad men. These were Melvin, Hosea, Ezra, Edward, and Henry. Melvin J. is at present day passenger conductor between Lancaster and Concord; Ezra is a druggist at Woodsville and Hosea is in business at Littleton. Arthur E. Eastman was a popular passenger conductor who died in the prime of life. Thirty-five years ago he was news agent on "Eastman's train", now known to the public as the paper train. As he grew he became brakeman on the train with his father, though a mere lad at the time. A few years later his father, George W. Eastman, died (in Jan. 1879) and Ed was made conductor in his place and continued the run for years. Like his father before him, he was a jolly good fellow, and it can be truthfully said of both father and son, they had no enemies.

The other day there dawned on the mind of the writer a circumstance not out of place to mention at this time, with reference to one of the old-time freight conductors, Mr. O. R. Farrar. Farrar was a good, fatherly old soul, and I can see him today in my mind, with those bushy whiskers and red leg-

gins. On the side of his saloon, caboose or buggy was a sign stating the fact that butter, eggs and produce were bought for Boston markets. Mr. Farrar did quite a mercantile business in this way, and the native farmers were glad to get cash for their produce, and it was said Mr. Farrar made more buying and selling produce than from the railroad. I remember when a lad my father sent my first "nest-egg" of \$10 to a Concord Savings Bank by Mr. Farrar, and I have seen that nest-egg grow and the name of Farrar has always stayed with me. Why shouldn't it?

Here is a letter from Mr. Orange S. Gleason, one of the oldest men in Warren who was a lad away back in what he calls "stage times", long before the railroad wended its way up into the mountains. Mr. Gleason's mind is as fertile as a youth just from college and he is interesting to converse with on the subject of early days.

Editor The News:

Your railroad article is going to be interesting to coming generations who will have no knowledge of old times when the road was first built and a few years thereafter unless it is given them in some kind of a history, and I am glad you are doing this in the way you are. I have rounded my four score years and more, and can remember this town long before the iron horse ever poked its nose up here into the wilderness. Soon after the road reached Warren there came new life to the country around about. When the road was opened Mr. Warren Smith of Tilton, a contractor who made the road bed through the town, gave a big supper at the hotel then kept by Levi Whitcher, and hilarity, music and dancing prevailed.

When they were surveying the

railroad, Mr. Nathaniel Clough, then 87 years old, who was incredulous about the enterprise, said that he did not want to live any longer than to see the cars run into Warren. He was sick at the time the first regular train passed his house and they sat him up in bed to look at it. Two weeks after he was dead.

If my memory serves me right it was on the 24th of May, 1851 the first engine ran to Warren, and the following day (May 25) its bell rang for the first time at Warren depot. This town was the road's terminal for two years, when it continued on to the north. A survey was made up what is called Berry brook, or the route of the present highway to Warren Summit, and later the present location was settled upon. It was a mistake, as they encountered the Summit, "cut" which cost \$150,000.00 and required a year and a half time to build.... I remember when a boy of helping "water up" those old wood burning engines by hand, a "bucket brigade" passing water to fill the tank in the tender. When the road was built my father run a saw mill at East Warren, and I remember he lost several hundred dollars from lumber which he let a contractor have with which to build huts or shantys for the workmen for which he never got pay. The first station agent at Warren was David Atwood, followed by a Mr. Chase, Richard Wiggin, Maurice M. Lawrence, Edwin C. Wentworth, Morrill J. Sanborn and John E. Davis.

Those old days are no more, likewise most of the men who helped to make them what they were, and I often wonder if the next seventy-five years will bring about as great changes, or possibly greater as has the past three-quarters of a century.

O. S. GLEASON.

Warren, N. H., April 6, 1919.

Ex-Superintendent G. E. Cummings in a recent letter sends the following:

Friend Caswell:

I have before me a copy of the Pay Roll of the B., C. & M. R. R., for September 1859—60 years ago; showing the names of every person employed, from the President down, with their daily wages. It may be interesting reading at this time.

John E. Lyon, president,	\$3.10
J. A. Dodge, superintendent,	6.38
J. L. Rogers, gen. ticket agent,	2.23
Geo. Stephens, master mechanic,	3.19
J. J. Swain, road master,	3.07
Abe Mitchell, ass't. road master,	1.75
Hiram Merrill, bridge foreman,	2.00
L. D. Badger, ass't. bridge foreman,	1.42
Jas. Foss, foreman shop,	2.12
Moses R. Elkins, wood workman,	1.80
Jerry S. Jewett, foreman car repairer,	1.80
John Knight, foreman painter,	1.50
J. M. Lougee, foreman blacksmith,	1.91
Machinist, pair \$1.12 to \$1.50.	
Repairmen and wood workers, \$1.25 to \$1.42.	

Section foremen, \$1.15 to \$1.23.

Second hands on sections, 90c.

There were only forty-six section men on the road at this time. My brother was a section foreman at the time, and Dan Foley was his second-hand. There was one gate tender, Eph. Green at Plymouth, and he was paid 27 cents per day.

The station agents were as follows:

Littleton, H. E. Chamberlain, per day,	\$1.92
Lisbon, Geo. Peernu,	.48
Bath, W. V. Hutchins,	.48
Woodsville, W. B. Douglas,	1.23
North Haverhill, G. A. Milley,	.90
Haverhill, H. Merrill,	.90
East Haverhill, W. W. Simpson,	.90
Warren, M. J. Sanborn,	1.12
Wentworth, S. Doe,	.90
West Rumney, I. R. Swain,	.90
Rumney, John Wentworth,	.90
Plymouth, M. L. Lawrence,	1.12
Holderness, T. P. Woodman,	1.25
Meredith Village, J. M. Bedee,	1.12
Lake Village, Myron Taylor,	1.12
Laconia, A. C. Leavitt,	2.00
Union Bridge, F. M. Merrick,	1.01
Sanbornton Bridge, D. F. Johnson,	1.41
Northfield, A. M. Cogswell,	.25
East Concord, T. J. Clough,	1.00

Only Littleton station had an assistant, this was Alden Quimby, who was paid \$1.00 per day.

The freight conductors were David Ferguson, O. R. Farrar, J. W. Butler, H. W. Ramsey, Z. D. Whitcher who were paid \$1.73 per day.

Freight brakemen, Geo. Ramsey, Nat. Batchelder, pay \$1.25 per day.

Passenger conductors, S. J. Russ, Geo. Little, Seth Greenleaf, pay \$1.73 per day. Passenger brakemen, A. St. Clair, E. P. Fisher, T. P. Thayer, Thomas Robie, pay \$1.54 per day.

Passenger engineers, Henry Little, John Davis, Isaac Sanborn.

Freight engineers, J. J. Garman, Charles Tilton, Ralph Adams.

Firemen, W. D. Sargent, G. B. Randall, B. F. Osgood, John Sargent, Walter Vernham, J. H. Smalley. All the engineers were paid \$2.12 per day, and the firemen \$1.12.

As boy and man I knew all of these and worked with many of them. I do not think there is any on the roll who are living today. A majority of them died in the service. A few bettered themselves by going to other roads. Very few left any property. Of the list I know of three killed on duty—George Ramsey, E. P. Fisher and John Butler. The daily expense on pay roll for this particular month was \$191.77. Overtime, emergency and other details which go to meet the pay roll of today were reckoned at that time.

G. E. CUMMINGS.

Woodsville, N. H., March 21, 1919.

In the fall of 1882, a few months after the freight wreck at North Haverhill, there occurred another wreck. This time it was a passenger train Concord to Woodsville, which took place about 6:30 p. m., in what is known to railroad men as "Dark Hollow", a few rods south of the old Cobleigh stand, now the Cottage Hospital. The train was bowling along at its usual speed when the engine left the iron and ran for quite a distance on the ties, finally landing in a heap badly wrecked,

along with several cars. Nobody was seriously hurt. The general supposition as to cause of the accident was that someone placed a railroad spike between the joints in such a manner as to lift the locomotive wheels sufficiently to lift the flanges from inside the rails. Some had an idea possibly it may have been done by some imbecile from the county farm a mile down the track.

tor. Then there was John Marsh, foreman of section No. 3. John Marsh later went to firing and in due time became engineer. He has been spoken of a number of times elsewhere in this article. His influence for good among his fellow workmen had a marked and lasting effect, and to this day many of the old time railroad men often refer to Uncle John's religion.

Canterbury, N. H., April 10, 1919.
Warren News Editor:

I have read with interest some of your articles on early railroad days. They are exceedingly interesting; but I have not noticed very much being said about section men of forty and fifty years ago. My grandfather was a section man in early days of the road, and I really would like to see an account of some of the men who did the part of the work of trackmen, for certainly they were of some importance; without the section men the railroad would not have succeeded.

A READER.

There are but few records accessible with reference to section men of those early times, but the writer has a document containing the names of fifty-three section men employed by the B., C. & M., 63 years ago. Their average pay was approximately \$1.00 a day. Most of these trackmen probably stayed with the road a number of years, as section men usually do, or until a better job was afforded them. The document before me contains the names of a number of section men who in after years worked up to better situations. I notice George Cummings foreman of section No. 20. He was a brother of ex-Supt. G. E. Cummings; his assistant was Dan Foley, who later was a freight conduc-

Another incident of the old days which will always remain in the writer's mind was when I was knee high to a grasshopper, how my father, then station agent at Warren Summit, tried to stop seven runaway loaded cars going down the hill.... It was a winter night, about 9 o'clock an extra freight was sent out single with more load than could be gotten over the hill. They had to "double over". The first section or a part of the train was taken to top of the hill and left on the main line with the wheels "trigged" but no brakes set and no brakeman left with the cars. The crew went back down the hill for the rear end; they brought it up on to the siding and pulled the pin on the engine to go around on to the main line for the first section of the train. In the meantime the wind was blowing and the cars started down the heavy grade, every second gaining momentum. My father was at the station, heard them coming in the darkness, could see no light, and in a flash the situation was plain. Grabbing his lantern as the first car passed he swung aboard, climbed to the hand brake. It was a bark, car and the brake chain was broken or unhitched; he went back to the other two which were loaded with sawed lumber with the old fashioned T brake-head which dropped flat with the car bottom; neither of these brakes could be gotten at. Time

was precious and every second the heavily loaded cars were gaining momentum on the 65 foot grade. Climbing over the two cars of lumber he found a brake on a box car and set it with all the strength he could exert, then started back over to the next. This one brake had but little effect in checking the speed. There were other cars and his only hope was in three other brakes which he was certain if they could be reached and were in working condition might save the cars, and possibly avert a terrible wreck; as for two weeks previous freight traffic had been heavy and his supposition was that another extra might at that moment be coming out from Woodsville or even up the hill. The car next the box was loaded with bark, and as he climbed to the running board his foot slipped and off over the side he went down a twenty-foot embankment and the loaded cars went on down the hill at a terrific rate, gaining speed every rails length. The roar of those cars was heard for miles through the night air and they literally shook themselves to pieces, and were in such condition that they could not safely be drawn in a train and were left on a siding at North Haverhill for repairs. The roadway was strewn with bolts, nuts and iron from half way down the hill to North Haverhill and how the cars stayed on the iron was a wonder. Fortunately the road that night was clear, a circumstance which had not happened for two weeks before, and the cars stayed on the iron and came to a stop in the "hollow" near the bridge beyond North Haverhill (Blackmount) station. As the runaway cars went down the hill off in the distance my mother happened to see the light of a lantern suddenly drop from the top over the side; I rushed to tell

my father someone had fallen off those cars, and found the little station room deserted. Though a small lad, it did not take me long to realize the situation, and I still remember how my mother and I rushed a quarter of a mile down the track, not knowing what we might find. It was with relief of mind I met my father coming up the track, still clinging to his extinguished, half-demolished lantern, both wrists cut and bleeding, but he was not seriously injured and was able to telegraph Woodsville to "Set Y switch for runaway cars".

As late as 1857 the company had no engine house at Concord. It always had been accommodated with room for its engines in the engine house of the Northern Road, for which a rent of \$400 per year was paid. A record made by the superintendent at that time was to the effect that, so long as such an accommodation is continued an engine house would not be needed; but should the wants of the Northern Railroad at any time render it necessary to discontinue the use of their house by this road, a new building for that purpose would be necessary. He further stated that the company owned land on which it could be built whenever necessary and the cost of a proper building with suitable fixtures, he estimated at less than \$4,750. The fire at Lake Village shops about this time badly damaged four locomotives which were in the buildings. There was an insurance on the locomotives amounting to \$9,056.33 while the loss was \$11,600.00, leaving the actual loss \$2,543.67.

There was a washout at Wentworth in the fall of 1858 which cost the road \$541.72 according to the director's report.

As near as any records can be found to indicate the engineers working in 1857—62 years ago there were Thomas P. Clifford, Harry A. Cummings, Ralph Adams, Mooney Moulton, Charles Tilton, Jabez J. Garman, Alfred Drake, Isaac Sanborn, John L. Davis, James M. Foss, C. H. Latham.

The best record I can find of the firemen that same year were W. D. Sargent, Aaron Ferguson, Albert Keniston, George F. Davis, George B. Randall, Charles M. Elkins, I. S. Goodwin, W. B. Farnham.

The conductors were D. Ferguson, G. E. Nutting, A. L. Smith, H. W. Ramsey, O. R. Farrar, John Fuller, W. Whitcher, C. F. Hicks, Seth Greenleaf, J. S. Russ, George W. Little, Asa Sinclair, E. P. Fisher, A. A. Osgood, John Cleveland.

In 1855 the railroad company owned 7,000 acres of wood lands—equivalent to over ten square miles—and the wood required for the company, as well as sleepers, materials for repair of fences, and other purposes of the road was procured from off this land. All the work of getting off the wood and lumber was contracted by the wood agent. All the railroad sawing of lumber was done by contract at the mills at Warren, owned by A. C. Weeks & Co., the railroad having priority over all the other work done there. The cost of procuring the wood and lumber lands was about \$3 per acre on an average. Some 300 acres of the 7,000 consisted of farm lands, which were later sold the wood land being retained. This same year a tenement was erected at Woodsville (then spelled Woodville) this tenement was occupied by the station agent; four new hand-car houses were built along the different sections, and unfenced parts of the roadway finished.

This same year the road paid for repairs \$8,417.84 which included the expense of entirely rebuilding the gravel train; rebuilding the freight house at Meredith Bridge, which was burned in 1851; construction of a new truss bridge, to replace the pile structure on Concord interval; rebuilding car house at Woodsville damaged by wind in the fall of 1854. The repairs on this was nearly equivalent to a new building.

Elsewhere mention is made of conductor W. B. Douglas getting both legs broken by some lumber becoming dislodged from a car near Northfield. The corporation paid Mr. Douglas \$200; his expenses of \$245.07. After he recovered he was made station agent at Woodsville where he served the road faithfully for many years.

During the year 1855 there were but two accidents on the road. In July of that year a gentleman from Massachusetts, passenger in an accommodation train down, fell asleep in the car, and the superintendent's report of that year says, his arm was hanging out of the window and was fractured in passing through a bridge. In August of the same year, Rev. Mr. Curtis, of Sanbornton, while standing too near a freight train, shifting cars at Sanbornton, incautiously got in the way, was thrown down, and fractured his thigh.

94 Prospect St.,
Marlboro, Mass.,
March 31, 1919.

C. E. Caswell:

I started as passenger brakeman on the old B., C. & M. R. R. in 1882 on the White Mountain express, Boston to Fabyans the first season; the next year Lancaster and Boston. None of the officials of the old road

of those days are now living. Mr. Dodge, the superintendent died in 1882 or 1883; Mr. W. R. Brackett, general ticket agent died a year or two later; Messrs. Whittier and Cobb have both long since passed to their rest. In the passenger service today I think Melvin Mann, L. K. Ford and Frank Mooney are the only conductors working today who were running in 1882 when I went to work. In the winter of 1883 I came down here and went to work for the Boston & Lowell, long since consolidated with the Boston & Maine, and have been here ever since. Several years ago the runs were re-arranged so I left Marlboro at 10 a. m., arrived at Boston at 11.05; left Boston at 1:30 p. m., for Woodsville, arriving there at 6:30 where I remained until the next morning when the return trip was made. I had as engineer from Concord to Woodsville, Mr. William Kimball, of Plymouth, one of the best men that ever stepped on a locomotive—true as steel. He rests from his labors. Thirty or thirty-five years has made many changes. When I left the old home and went to work on the road my good father and mother were living up in New Hampshire on the old town farm near Quincy station, and now occupied by Mr. J. B. Foster. Father and mother have passed away, and all is changed.

CHAS. F. G. CLARK.

Here is a letter out of the ordinary, written by a man who "knows whereof he speaks".

Oregon City, Ore., April 6, 1919.
Mr. C. E. Caswell:

Warren, N. H.

I was born in Bristol, N. H., April 23, 1844 and remember the talk of two railroads trying to reach Plymouth first; the Northern and Boston, Concord & Montreal. I remember well of seeing the first

train to reach Bristol. It was in August of the year 1846. There the road ends to this day. In the summer of 1847 I saw the first train to Plymouth pass over the lower intervalle, Patch Clifford, driver of engine, "Lady of the Lake"; John W. Wardwell, conductor; Thomas Robie, brakeman. In the winter of 1852 or '53 during cold weather, rain and ice formed on the rails to the thickness of an inch; men and boys were employed to cut it off with axes and hatchets. The engines were not heavy enough to crush the ice and one left the track. It was several days before a train got through. I think "Elkins" was first superintendent of the road, then "Whiton" and J. A. Dodge. While Dodge was superintendent, W. R. Brackett was truck agent and I was in the office learning to telegraph.

I think the road ended at Warren for a while, then at Woodsville. Some years before it went through to Littleton. I had occasion to go to Lancaster in 1866 and there was a stage from Littleton to Lancaster. In 1882 I helped build the station buildings on the P. V., for P. H. Crawford.

The engines now used to climb the Cascade Mountains are very much larger than the old time "Lady of the Lake" and "Peter Clark". Now I will tell you of an incident: A man named Sticky Green was gate tender at the crossing from Main St., at Plymouth to Holderness; the gate shut across the railroad when no train whistled. It once so happened that before Mr. Green got to the gate, the gate engine "Peter Clark" went through it; Mr. Green hurried to the superintendent's office and said, "Mr. Dodge, I wish my discharge without delay, for Peter Clark came in the dark and took my gate away".

Respectfully,
GEO. A. BROWN,

Oregon City, Ore.,

R. 3, Box 200.

P. S. I lived in Plymouth until 1867; since then I have roamed the U. S. over.

Superintendents of the road have been: Peter Clark, James N. Elkins, James M. Whiton, John T. Coffin, Joseph A. Dodge, Edward F. Mann.

The Washington Artillery, a military company then existing in Groton, N. H., fired an official salute to the first passenger train run into Plymouth on opening of the road to that town. This was a 12-lb. brass field piece, and the cannon later went south and was used in the Union Army from 1861 to 1865. This gun was touched by Daniel Kidder, a Grand Army veteran now living in Rumney and past 80 years of age. Mr. Kidder has represented his town in the legislature the last three sessions, and is remarkably smart even for a man twenty years his junior. At the time the railroad was being built Mr. Kidder was a lad living in the town of Groton, which was then prosperous with many good farms. He tells how Josiah Quincy, the first president of the road came up through their neighborhood soliciting funds to be used in building the road, and how the natives and farmers subscribed for from one to ten shares each, at par value of \$100.

One morning some forty years ago a brakeman by the name of Sanborn was killed and his body badly mutilated at one of the twin bridges just south of "bulls eye curve" between Wentworth and West Rumney. In an old newspaper clipping the other day I came across an account of the accident as published at the time. The exact date cannot be given. On this particular morning a south-bound freight due at

Wentworth station about 6 o'clock broke apart and as they neared the station the signal whistle was sounded, every man was at his post. As they passed the house of B. T. White, they came together and in a few minutes more the signal of distress was given. The faithful engineer, Alfred Brown, stepped up on to the car from his engine to see if they were ready to apply the coupling, when he missed the brakeman whose lantern he saw but a moment before. He couldn't see him and immediately told his fireman to go and look for him under the train for he thought he must have fallen. The fireman obeyed and instantly retraced his steps, for his eyes saw what his heart could not bear. The engineer then followed up the track and came to Sanborn wound up tightly on the outside of the truck frame. Willing hearts and ready hands from the families of Messrs. Gove and White did all to assist in getting out the crushed remains of a man who was six feet high and had been so mangled and torn to pieces that he lay in a space not far from two feet. His tongue was torn from his mouth by the roots almost at first; his teeth, his skull and his brains were strewn all along for several cars,—and blood and bones were enough to make stout hearts shudder. His head was torn and ground completely to atoms. His arms, feet and legs were nothing but cords and a mass of muscles. His body was wrapped in a quilt and the remainder of the bones, etc., put in a small box and sent to his home in Rumney. There is no doubt but he came to his death by his being hit by a bridge which is too low for a man standing to pass under. This is not the first man who has been killed in the same place, but we sincerely hope it may be the last. At least three men lost their lives at this particular "twin

bridge" before the "tell tail" was erected by a state law.



FRANK W. LOUGEE
One of the B., C. & M. Men

This little history would be almost a flat failure if the name of the late Hon. Edward F. Mann should be omitted. Edward F. Mann was educated in the common schools of Benton and at Tilton Seminary, and commenced his railroad career in Tilton station in 1866. A year later he became a brakeman; soon afterwards, baggage master; and then conductor. October 1881,

he was appointed station agent of the B., C. & M. R. R., at Concord, and in October 1884 was promoted to Assistant Superintendent and moved to Woodsville. When the B., C. & M. R. R. passed under the control of the Concord Railroad Co., he was appointed Superintendent of the line north of Concord, and when the two roads were consolidated, he was made Superintendent of Train Service for the whole system. April first, 1892, he was appointed Superintendent of the Concord and Montreal consolidated lines, and moved to Concord.

Edward F. Mann left his mark in the world. The impress of a man of public spirit, untiring industry, keen foresight and unswerving personal loyalty. He was a leader in all public measures to promote the welfare of the people of the state, especially the section of his nativity and active work, and to his individual efforts were due perhaps, more than to those of any other person, the broadened railroad policy of this section, that has meant much for the development of every town and village of Northern New Hampshire.

Possessing, himself, liberal views of railroad management and an intimate knowledge of the mountain regions, its railroad necessities and the characteristics of its people, together with a firm faith in the possibilities of its future development, and last, but not least, a wonderfully strong hold upon the affections and friendship of almost every person of this section with whom he was brought in business or social contact, he was a most powerful force in shaping the railroad policy as applied to this region, and while he has never lost sight of the obligations that bound him to the corporation he served, he labored faithfully, zealously and unremittingly to advance the interests of the people

along the line, and was their champion in the railroad management of this section.

Some reference has been made to Mike Glynn. Mike was a brakeman in early days, and was a "dare devil from the word go". He was a natural born comedian, and a second Charlie Chaplin, or rather Charlie might be termed a second Mike Glynn, for Mike was on earth before the \$100,000 movie actor ever saw daylight. Mike's antics would fill a book the size of this. The last we knew of his whereabouts he was playing in an orchestra in Keith's Theatre, and frequently the boys of the old days when in Boston would drop in for a chat with him.

John E. Davis was for many years station agent at Warren. For twenty-eight years George Wilson run Haverhill station, and Will True nearly rounded out forty years as agent at East Haverhill and "died in the harness".

After the North Haverhill wreck in 1882 a strict rule was adopted that the way freight should not leave Woodsville in the morning until the freight preceding had passed over Warren Summit; and the writer remembers how his father, station agent at the Summit for years had to get out about 2:30 every morning, go to the station and report the freight as it passed over the hill.

44 Nicholas St., Lewiston, Me.
C. E. Caswell:

I saw in Woodsville News you are to issue a booklet on the old B., C. & M. R. R. I wish when you get it completed you would let me know, as I am interested in the old road. I had two brothers fire on that road, and I was well acquainted with C. S. and F. H. Burleigh, firemen. I

had a nephew brake the Montreal express; knew all the Mann boys, Gale boys, Wells boys, Kenistons, and lots of others, as well as Joe Hooker, so-called. You probably remember some 25 years ago when they got out two new engines to run on the Montreal expresses. Len Crouch was firing one of them. He came up one Sunday afternoon and stopped at East Haverhill and got me to go on with the engineer as fireman in his place, so he could go up home; you remember where his folks used to live at East Haverhill. He was killed on a log train on the Kilkenny after that. Perhaps you will remember me; you printed my wedding cards 23 years ago.

GEORGE J. HARDY.

Mention is made elsewhere that George Hutchins is the only man working today who was working fifty years ago. It has since been learned that Orrin H. Bean of Concord, an old time blacksmith in the Lake Village shops is still "pounding iron" after fifty years in the service, although he went to Vermont for a year or two away back in the 70's. Mr. Bean sends a most interesting letter which appears elsewhere.

Concord, N. H., April 27, 1919.
C. E. Caswell,

Dear Sir:

Your letter came to hand. In regard to my railroad life there is but little to tell. I first went to braking by hand on the Boston & Lowell in 1871. First year was on the branch road to Woburn, Mass., 10 mile run. I was then transferred to Wilton, N. H., (or Wilton R. R.,) running into Boston every day; put in 9 years braking, baggage master, and the last 2 years spare conductor from Greenfield, N. H., to Lowell, under the Nashua and Lowell management. That road was leased to

the B. & L. again after two years, and in the new management did not want any of the N. & L. men, so I lost my job. Went to Lake Village and went to firing on B., C. & M., and put in a little over 4 years for \$1.50 per day. I then gave my notice and left. Have been house carpenter ever since. During my firing I had one engineer lose his life in Plymouth yard (Wooster Dearborn).

The engine we were on left iron on a switch and Dearborn was injured so he lived only an hour. I well remember many of the old men who have been mentioned in your articles. I left the road because I was getting such small pay at that time, but carpenters here at Concord are now getting less money than some diggers or mason tenders. I am interested in all your articles and shall prize your book highly. I was brought up in Haverhill, N. H. I fired the first coal burning engine the Warren the second trip she made from Concord to Woodsville. Len Morrill fired the first trip with Jim Badger, engineer and I fired the second with Frank H. Burleigh, engineer.

I must tell you a little story about the Passumpsic R. R. For many years my father had charge of all repairs on Dartmouth College buildings; while there they had a meeting at Norwich, Vt., to see about building that road on solicitation of one of the Professors. My father went over to that meeting. They were telling how the Montreal could never be built, and the reasons were it was too hilly and the people in that part of the state were so poor that they never could furnish the money and that the farmers were very poor. My father being a native of Campton and knowing many people in that part of the state, that statement went against the grain, and he did some plain talking, and also made a prediction at that time,

that the road would be built and some of the men there would live long enough to see it built and to see the Montreal and Canadian business go down over that road to Boston. My father lived long enough himself to see his prediction fulfilled, as the last of his life was spent on a farm a mile this side of Haverhill depot and he saw train after train of Canada Pacific freight as well as passenger trains go on their way over Warren hill.

Respectfully,
JAMES BURBECK,
39 Auburn St., Concord, N. H.

Woodsville, N. H., March 31, 1919.
Mr. C. E. Caswell:

Dear Sir:

When you have your book "The Early Days of the B., C. & M.," completed, I want you to reserve me forty copies and perhaps more. I was born and reared in view of the trains and have been in their employ 28 years. While not as old as some, can remember many who have signed the call book for the last time. I commenced work under E. F. Mann; then came W. A. Stowell, G. E. Cummings and F. C. Mayo, so you can see J. A. Dodge is the only one I have escaped. I was thinking when the high water was Friday, about the time the river went down the track at Wentworth station, washing out the long trestle and wrecking two engines and some cars. I remember a car of Baldwin apples which went down the brook and how I rolled a barrel of them into the school house where I was going to school at the time, and how the scholars and the teacher got on the outside of a quantity of them for days after.

Then I used to be greatly interested in watching Sam Hoit repair rails in the old railshop at Warren. This shop was near the wood shed at water tank. It would take some

wood now to feed one of the "Hogs and Whales" as they are now called from Concord to Woodsville. It would keep Arthur Knapp busy to supply it I think. As I go over the road there is many a thought comes over me as I can point out here and there where some poor fellow was killed or injured, so as to make life a burden to him ever after. There are many places so near together I could not explain about them before the train would pass another place where some wreck occurred or some one struck a bridge or fell from a car of lumber or a brake chain gave away or the old fork wrench slipped off. The brakeman nowadays would think it tough work if he could do it at all, and I doubt very much if he could or would.

F. H. COLBY.

The oldest conductor on this division today is I. F. Mooney of Concord, who runs a train between Concord and Woodsville. For a long time I wanted Mooney to write something with reference to the old road, but he thought he couldn't write anything fit to print, yet he is full of old time railroad experiences and is very entertaining on the subject in conversation. A personal letter which he did not intend for publication says:

Friend Caswell:

In answer to your letter will say, one of the hardest things for me to do is to write letters or try to make a speech, even in my own lodge room, but have scrambled off a few lines. You can throw out what you don't want. Being on the road most fifty years I hardly know where to begin or what to say, so don't be afraid to use the scissors.

Yours truly,

I. F. MOONEY.

In speaking of early days on the old B., C. & M. R. R., I should have

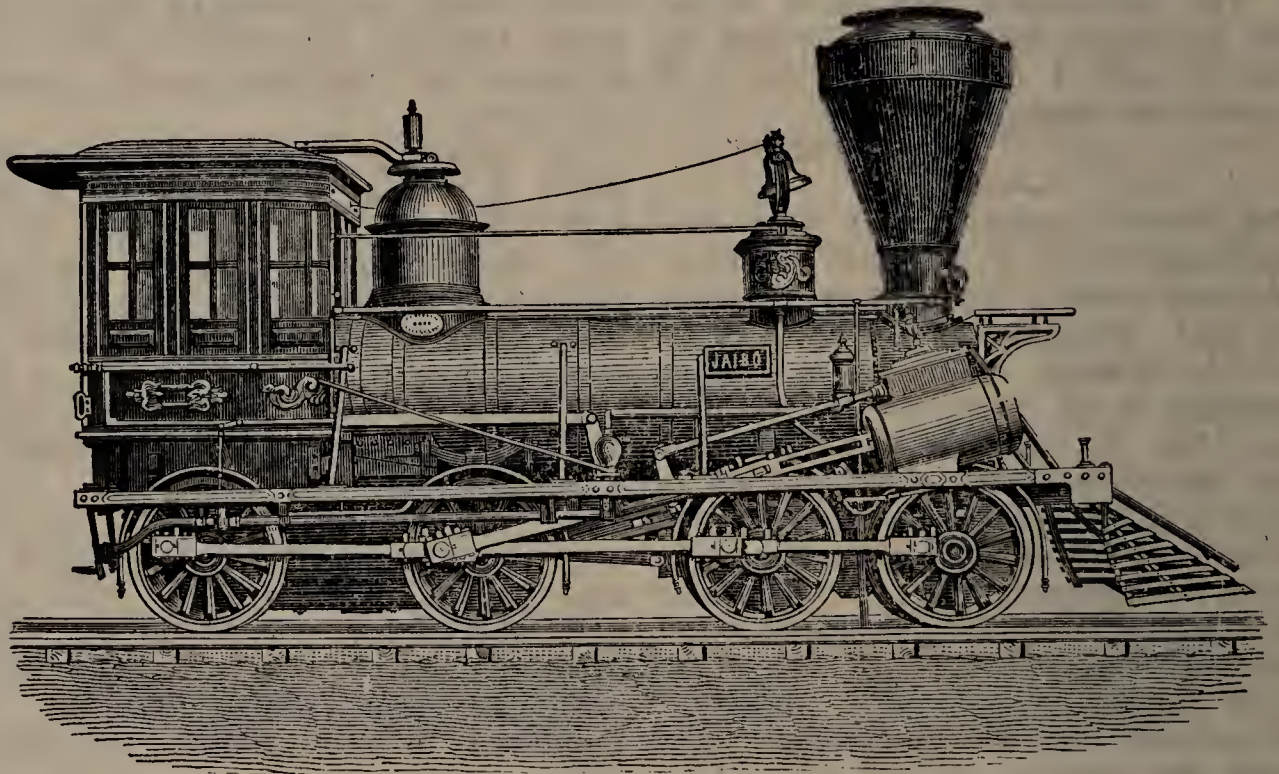
to start at Lake Village as that was the first town I struck after leaving home, a boy about 18 years, the machine, car, paint and blacksmith shops being there at that time. Ralph Adams, master mechanic, Moses Elkins at head of car and paint shop, Joseph Lougee, boss at blacksmith shop, Lewis Badger, road master and Jarve Sanborn, bridge builder, Miles Taylor, station agent. As I fired some over two years I was on at different times with George Randall, Aaron Ferguson, Jo. Ayer and Henry Little, firing engines Moosilauke, Crawford, Coos, Mountain Maid, all wood burners and when they were burning thin edgings from Charles Spaulding's saw mill, firemen did not get much time to sit down.

In speaking of the old Mountain Maid, I had a little experience with her before I had fired three weeks. Mr. Badger, road master and Joe Hooker, engineer with two or three cars went to East Tilton to haul out some gravel; after making a few trips Joe stopped off at the station and said, "Mooney, run 'em down"—he must have thought that I had more experience but I did not say anything about that. I jumped on and pulled the throttle wide open and started for the gravel pit. Well after going by two or three times, with the help of Mr. Badger, we managed to stop where the gravel was.

The trains on the narrow gauge road, Bethlehem Junction to Profile House were put on in the summer of 1879. J. A. Dodge, general manager, took Conductor Blodgett from Passumpsic division and myself as baggage master to run the trains. On the first trip over about 3 miles from Bethlehem Junction, the car in some way left the iron. Mr. Dodge, Mr. Taft and two or three others were in the car, and just before it came to a stop, tipping near-



These two cuts are furnished by 3160, their 20th century creation, the courtesy of Mr. R. H. Sanford, alongside the "Jaibo," a wood burning locomotive such as were built in Works, Philadelphia, showing the A. the '60's, but representing a type of T. & S. F. Baldwin Locomotive No. engines generally used about 1845.



ly over, Mr. Dodge jumped off and the way he and his tall hat and wig went in different directions was a caution; but as no one was hurt they all had a good laugh getting over to Profile some time before midnight.

The first through freight, Woodsville to Concord, was put on in the spring of 1871. Chet Carpenter was conductor, Joe Ayer or "Hooker" so-called was engineer, myself fireman.

The first passenger train that run from Littleton to Lancaster was on July 4th, 1871, George Eastman, conductor, William Moore, engineer; engine Lancaster. No fares were charged, free for all, and the cars were loaded to the steps. John Demick was station agent at Lancaster and took the train crews to his home for dinner. There was speech making and a general good time.

Just one more little item to wind up the subject. An early breakfast at Ned Caswell's, Warren Summit. One stinging cold night there was a broken rail near the station at Warren Summit. The night express south came along and when they got to that rail part of the trains went up the main line and the rear taking the siding, the sleeper coming to a stop right opposite Caswell's front door, waking him up. He soon had a fire and took us all in to a good hot breakfast, showing himself a good cook as well as a good railroad man.

I. F. MOONEY.

Concord, N. H.

Glencliff, N. H., April 21, 1919.
C. E. Caswell,

Dear Sir:

Seeing so much of late in the News regarding the old B., C. & M., reminds me of the time when my father, William Caswell was running a freight, Woodsville to Boston, during the time of the Civil War. Cannot recollect much about it being a small boy, but have often heard him speak of some of the men who were working at the time. As I remember it O. R. Farrar and John Butler were conductors; Charlie Tilton and W. D. Sargent, better known as "Dye" were engineers. Cannot say how long father run; we lived in Plymouth for a time so he could get home more conveniently. Have an annual pass issued in 1864 to father by J. A. Dodge and made good over the C., M. & L. R. R., by J. R. Kendrick. Abe Mitchell was road master at the time.

Yours truly,
CLARENCE A. CASWELL.

Another B., C. & M. man was Harley E. Whiting, who used to fire one

of the old wood burners previous to 1880. He went out west and was in a railroad strike on the C., B. & Q., in 1887 along with a number of other B., C. & M., boys who had western railroad fever. They lost out and Whiting's people have never heard from him since and have no idea if he is dead or alive.

In a previous article I mentioned that it was in 1880 the extension from Lancaster to Groveton was completed, and 1883 the construction account of the line from Wing Road to the base of Mt. Washington was closed at a cost of \$446,000. Engineer Fred Whiting has written that he fired a gravel train at Groveton in the summer of 1872 and never has been there since. The road was opened to Lancaster, July 4, 1871, and evidently was at that time under construction, Lancaster to Groveton, but was not fully completed until eight years after.

Back forty years ago on special fair days, excursion and railroad meeting days, Curt Leavitt always run the excursion trains. He was then station agent at Laconia. He would have for brakemen, Dick Rowen, car inspector at Lake Village, J. Glazebrook and Hi Foss, shop painters. These were the only men available for spare passenger crews, and Leavitt the only man available who was capable of being conductor.

Considerable has been said and written about the old Mt. Washington, but I neglected to say the Mount Washington, No. 29, was the first ten wheel engine ever in New England. She was built at Blood's Locomotive Works, Manchester, specially for the B., C. & M., to run between the Base and Fabyans. Some one tells me she was later named Carrol.

One day, some fifty years ago, "Dye" Sargent was going south with the Mountain Maid and her smoke stack fell off at a point near Northfield. It was a passenger train to which she was attached, and the crew was made up of Sargent, as engineer, Warren Davis, fireman, Peter Hines, conductor. The train continued its trip to Concord and returned to Plymouth, the engine minus her stack.

The White Mountain Express when first put on the road attracted great attention. The train run from Boston to Lancaster, a section coming from Providence. The cars, like all passenger cars in early days were painted bright yellow and on several of them over the windows, just beneath the eaves was painted the inscription, "White Mountains, Lake Winnepesaukee, Plymouth, Lancaster". These parlor cars were through cars and said to have been owned by the Boston & Providence road. The B., C. & M., owned one or two parlor cars about that time.

The lumber with which to build the first Connecticut river bridge between Woodsville and Wells River was cut in the town of Whitefield, and sawed out at a mill located about where the Brown's Lumber Co.'s mills later stood. It was floated down the John's river to the Connecticut at a point near or just below the bridge, and hauled out and framed on the land where the present railroad station now stands.

In June 1861, on account of the Civil War, railroad business was very much depressed. Freight trains ran between Concord and Woodsville only three days in a week; a freight would come from Concord to Woodsville in one day and return the next. North of Woodsville they run two days in a

week. In 1864 business had increased in a small degree and they run through to Boston. William Caswell, an uncle of mine run one of the through freights as conductor during the Civil War, and later was made car tracer for the old road, a position which "Web" Stearns later held.

The use of flat cars for lumber gradually increased, and it became on freight trains a question of getting box cars enough together for brakes to hold the trains down the hills. Finally brakes were put on a few of the flat cars. They realized they must put something on the flat cars that would not interfere with the loading of lumber. The first brakes used did not drop out; they had an arrangement where a part of the ratchet wheel came up and let the brake shaft and head tip over into a place cut out for it on the platform of the car. This worked for a while, but someone thought of the "T" head brake with a drop shaft, which has been in use ever since. Then came a question of getting the cars properly loaded and having the brakes in good shape for putting them up. They tell me the first man to use a wrench of any kind on a flat car was Henry Mann. He used to take a large monkey wrench and use that. Afterwards they found that the rail forks that the section men used to lift rails with were better than a wrench. The progressive (?) spirit of the management at that time would not allow the shops to make forks for the brakemen to put up brakes with, so they used to confiscate them from the section men along the line, as the hand-car houses were usually locked with a switch lock. I don't believe the brakemen of the present day have much idea what it was to start out from Woodsville with 20 or 25 cars

of lumber without a box car in the train, with one brakeman and hold the train down Warren Summit and stop at Warren.

I have through lots of research, learned that the old Chocorua was the pet engine of the road fifty years ago. Henry Little run her, and she had more brass on her than all the other engines on the road put together at the present time. Henry was so proud of her that he had a lot of old canvas that he used to cover her up with when she was in the engine house.

About 1875 it was thought it would be profitable to have a parlor car run from the boat connections at New London, Conn., into the mountains, so the Norwich & Worcester road bought one car and the B., C. & M., road bought the other, so as to have two cars in the run. Mr. Cummings says he went with Superintendent Dodge to Concord when the car arrived and ran an extra from Concord to Lancaster to see if the car would clear the platforms and everything along the line. This was the first parlor car run over the road. This parlor car, like the other passenger coaches was of bright lemon-yellow and had a long single window on either side, and was named the "Plymouth". It run summers for a number of years in charge of Albert Kidder as conductor. Later the car was remodeled and run for a number of years as a passenger car on the road. Later the road bought several more parlor cars or had them made at Laconia Car Shops.

The first sleeping car over the Boston, Concord & Montreal came up with General Grant when he made his trip through New Hampshire. The road was at that time being built between Wing Road and

Fabyan, and Grant's car succeeded in getting as far as Twin Mountains. It was drawn by the Lady, and I have before me a picture of the engine as she looked on that trip; an American flag adorns the front from the pilot over the left steam chest and many other flags and bunting decorate her boiler, cab and tender.

The Boston, Concord & Montreal was pretty hard up financially before the lease to the Boston & Lowell. It was pretty well run out of everything. Often in case of broken rails, trains would sometimes have to stop and go to the nearest siding and get out a rail to put in place of the broken one. Speaking of rails, brings to mind the fact that the first rails were 18 feet long, 56 pounds to the yard. Some of these same rails are in use in some of the sidings up in the mountains at the present day. They were English iron and made to last.

Forty years ago the spare crew of trackmen consisted of Jim Rowen, foreman; E. K. Foss, John Sanborn, Michael and John Fitzpatrick and Joseph Steele. John Fitzpatrick is at the present day section foreman at Belmont. Henry Fitzpatrick is an engineer at Lakeport. Alonzo Foss, nicknamed "Skibo", was a brakeman on the old road forty-five years ago and is now employed about the round-house at Lakeport. Charles E. Leavitt, another old B., C. & M., man is now traveling auditor for the Boston & Maine, and resides at Laconia. Will Connor, another old time engineer is now employed in the car shops at Laconia. Miss Hattie Crawford of Lancaster, Mrs. Plummer of Ashland and Miss Carrie Moore of Lisbon did good work for the old road, an honor to themselves and profession in which they were engaged. For many years

they held down the telegraph key at various stations along the line.

H. G. Weeks whose native town is Rumney, is a present day C. P. passenger conductor between Newport and Boston. He started in when a lad on the old road and never had occasion to regret that he chose railroading as his life profession. In his early days as well as today he was always a faithful employee. His home is at Newport, Vt. The oldest employee on the Portland Division of the Boston & Maine is George Smith, telegraph operator at Sanbornville. George Smith was one of the first telegraph operators the old Boston, Concord & Montreal road ever had. The old boys of forty years ago love and respect the fatherly old soul.

Elsewhere mention is made of the first wreck the road ever had, which took place at the Weirs, October 1852. There was an excursion train coming north from the state fair which was held at Meredith Bridge (Laconia) on that day, Dodge was conductor and J. Foss, engineer of the train. There was a large crowd on board and some had gotten on the pilot (cow-catcher of the engine as it was called in those times) to avoid paying their fare. The train was stopped on Weirs bridge to collect the fares. Weirs bridge was a tressle a mile or so south of the railroad station. Since that time there has been a "fill" at the bridge and there is now a small pond on one side of the track and the lake opposite. The supposition was if the train stopped on the bridge none of the passengers could escape. While the train was stopped there a following train came along and crashed into the rear killing six people and injuring forty.

This wreck was in the fall of 1852—67 years ago and the next session

of the legislature passed a resolution prohibiting Mr. Dodge ever again running a train as conductor, and Mr. Foss from ever again working as engineer on any railroad in the state of New Hampshire.



CLARENCE W. ADAMS,
An old time B., C. & M. Engineer
and All-Around Railroad Man.
Present day Station Agent at
Tilton.

Walter S. Keniston, present day scale tester for the Boston & Maine system with headquarters at Lowell, started railroading 41 years ago, when he was 16 years old. He was born and raised in Northfield and began work for the road by sawing wood, after which he was section

man a short time when he went to braking. From that time he has learned railroading in its various branches. He has seen great changes from the link and pin, hand brake and wood burner, and has kept abreast of the times as the years have passed.

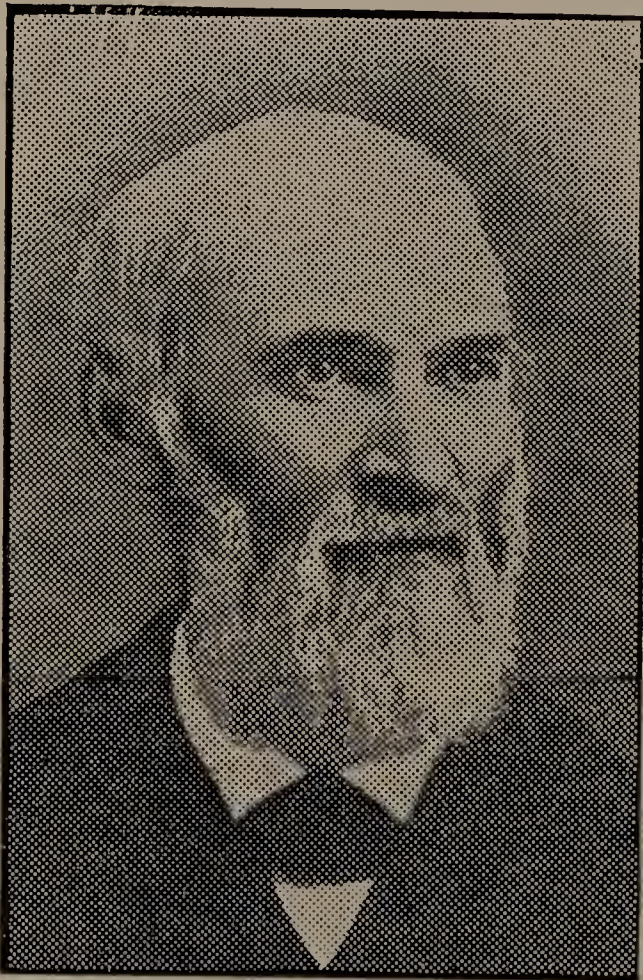
The through freight trains in early days were run through to Haymarket Square, Boston, and made two trips a week. In the very earliest days of the road it was a custom of the way freight conductor to carry a small box similar in size to an ordinary cigar box with a slot in the top or cover. At the stations where there was local freight to be transported by the natives from one town to another, the conductor fixed the charge according to his own judgment according to its size and weight, 25 cents, 50 cents or whatever the case might be, when the shipper would deposit the sufficient amount of cash. At the end of the run the conductor would go to the depot, empty his cash box and check up his freight accounts. For a number of years passengers were allowed to ride on freight trains at the regular rate of car fare. If they had no ticket the conductor was supposed to collect the fare and turn it in to the road. This method worked to the detriment of the corporation and was eventually corrected by the issuing of strict rules.

When the road was first opened the tickets were sold and re-sold. For instance, a ticket from Laconia to Tilton read Meredith Bridge—Sanbornton Bridge. This ticket was purchased for passage, taken up by the conductor and later returned to be re-sold; this being done until it was worn out or so badly soiled as to be worthless. The ticket was good in either direction.

I came across an issue of the Concord Statesman containing mention of opening the road and first train to Plymouth. In part the account said: "The train had at least 100 tons of merchandise on board, which with the well filled cars, taxed heavily the 'iron horses' the 'Josiah Quincy' and the 'John McDuffee' the former bearing the name of the President of the road and the latter that of the old 'veteran' surveyor. This was on Friday, January 18, 1850 and regular service commenced on the following Monday, the 21st, as follows: Leave Boston for Plymouth at 7:30 a. m., leave Plymouth for Boston at 12:25 p. m. A train also ran from Lake Village leaving there at 8:30 a. m., also one left Boston for Lake Village at 12 noon. On Monday May 6, 1850 the schedule was, leave Plymouth for Boston at 7:50 a. m., and 2 p. m., leave Boston for Plymouth at 7:30 a. m., and 12 noon.

Along about 1871 the supply of lumber at the lumber mills commenced to fail up and the lumber dealers turned their attention to getting logs into their mills by some other method than by ox teams. The Littleton Lumber Company first started to send logs from Wing Road to their mills at South Littleton (Willowdale) by rail. The first logs loaded were cut into car lengths. Previous to this there had been cut in the towns of Littleton and Whitefield long masts 60 to a hundred feet in length, and these masts were loaded on to flat cars with bunks on them, so it occurred to Mr. Dodge that the road might use bunks on flat cars for ordinary business. The road had some bunks made and put on some flat cars and they worked very successfully until it came to logging on steep grades where they could not get power enough to get

the empty cars into the woods. Then it was they commenced to look for something that could be used for hauling logs without having so much dead weight. About this time the road condemned a lot of old cars, and they had the truck frames left. These truck frames were not considered safe to run under cars, so they went to work and took them to the shop and put draw bars on them with bunks, and the result was a log truck about such as is used on the lumber roads today all over the country. Later brakes were added and other improvements made so that the log truck formed an important part of the road equipment for many years after.



RALPH ADAMS,
Master Mechanic forty years ago.

In the '80s important changes came to the old road, and a few years later it passed out of existence. After Mr. Lyons died, his mercantile partner in Boston, Mr. Vose, was appointed president of the road. Mr. Vose had no experience whatever in railroading and did not like it. Soon after Mr. Dodge's death the Boston & Lowell road made the B., C. & M., directors an offer to lease the Boston, Concord & Montreal, and this offer the directors accepted, and the Boston & Lowell took possession of the B., C. & M. road in 1884. It was run as the White Mountain division of the Boston & Lowell road until 1889, when the Concord railroad, having secured a majority of the B., C. & M., stock, broke the lease and brought about a consolidation of the B., C. & M. road, and the Concord road under the name of the Concord & Montreal Railroad.

The Concord & Montreal operated the road until 1895, when it was leased to the Boston & Maine, and has since been run as the White Mountain division of the Boston & Maine.

Chester S. Carpenter, now retired and residing at Littleton is an old time railroad man. He was born and raised on a farm in the town of Bath, N. H., and went to work for the old road in 1866, when he was 21 years of age, and put in 47 years at it. He went down to Plymouth one day "from his father's farm, fresh from the stump and green as a gourd" as he puts it, and got a job braking. He never before that day had climbed the ladder of a box car and scarcely knew a pin from a link. He was instructed to take a freight for Woodsville with Frank Butler, conductor. He made the trip to Woodsville without mishap and also the return trip to Lake

Village, the terminal of the run. On arriving at Lake Village that night he was ordered to Northfield with an extra. He didn't know the road or not even a signal that morning. He went on to Northfield and returned with the engine. Thus ended his first day of railroading.



CHESTER S. CARPENTER.

From then on he actually grew up with the road. He put in seventeen years as brakeman and spare conductor most of the time on the Mountain road; later he was conductor for ten successive years between Woodsville and Lancaster, after returning from Lancaster he would make up a train and start for Concord most of the time without a brakeman, the fireman of the train

assisting as brakeman. He was injured at Wing Road which laid him up for four years, after which he run the stock train two years and then went to firing in 1886. In 1890 he was promoted to engineer in which capacity he worked up to the time he retired six years ago, most of the time his run being on the branch between Wing Road and Fabyans. "Chet" Carpenter was never in a wreck caused by his own carelessness for he was a careful driver and retired six years ago with forty-seven years of faithful railroad service to his credit.

The men who helped to make railroad history in the old B., C. & M., days forty-five years ago, and from then down to the time the old road passed out of existence, learned to love and respect William D. Sargent. "Dye" Sargent was born May 18, 1838, in Loudon, N. H. His school years were spent in the public schools of his native town. At the age of seventeen he began to fight life's battle in earnest, accepting a situation on the old Boston, Concord & Montreal. "Dye" Sargent had no false pride, and was not ashamed to begin at the bottom of the ladder, knowing full well that efficient service meant sure promotion. For thirty years he was connected with the road as a trainman, being an engineer twenty-four years of that time. In 1885 he was appointed foreman of the shops and engine house at Woodsville. He characterized his connection with the railroad by careful, intelligent, and thorough work in whatever line he was engaged. He was a Democrat in politics. Socially he was a member of the Mount Lebanon lodge, No. 32, F. & A. M.

Lawrence K. Ford was employed on the B., C. & M., and is one of the present day passenger conductors

on the Boston & Maine, residing at Woodsville. He was born May 19, 1857, in Lyman, N. H., where he attended school and worked as brakeman during his summer vacations. He was faithful and efficient in the employ of the road and was soon advanced to the position of freight conductor, and then to that of baggage master. For two years and a half he worked a farm, but went back to the road in 1880, acting as brakeman a year, freight conductor five years and since then has been a passenger conductor. He is a member of Kane Lodge, F., A. & M., No. 64; Franklin Chapter, No. 5; Omega Council, No. 9; St. Girard Commandery K. T.; Edw. A. Raymond Consistory. Also a member of Order of Railway Conductors.

I would not feel I was doing justice to this railroad article if I failed to mention Enoch C. Dearth, who was born in Bath, in 1864. Enoch Dearth was a particular friend of mine. He was a good railroad man and respected by every man on the system. He was twenty-two years old when he started work for the old road. He used to run as freight brakeman between Concord and Woodsville winters and baggage master in the summer months; this he continued for four years when he was appointed conductor of one of the freights on the main line. I often used to hear him spoken of as: "Enoch is the salt of the earth". That was very true. He died three years ago at his home in Bath.

George A. Dimond was another B. C. & M. man. He was born in Dorchester, N. H. He started as fireman and was in due time advanced to engineer. He was on a passenger run one season, but much preferred the freight service.

Almon G. Webster, a present day engineer, learned railroading on the old road. "Al" Webster was born in Franklin, N. H., August 6, 1863. His father was Orris D. Webster. Young Webster was reared in Franklin and secured a good education there in the common schools



ALMON G. WEBSTER,
B., C. & M. man and present day
Boston & Maine engineer.

and in the high school; when he was sixteen he clerked in a store for about a year, when he began his connection with the B., C. & M., becoming fireman. For five years he faithfully discharged the duties of his position and was rewarded for his general good conduct and efficient work by being promoted to the po-

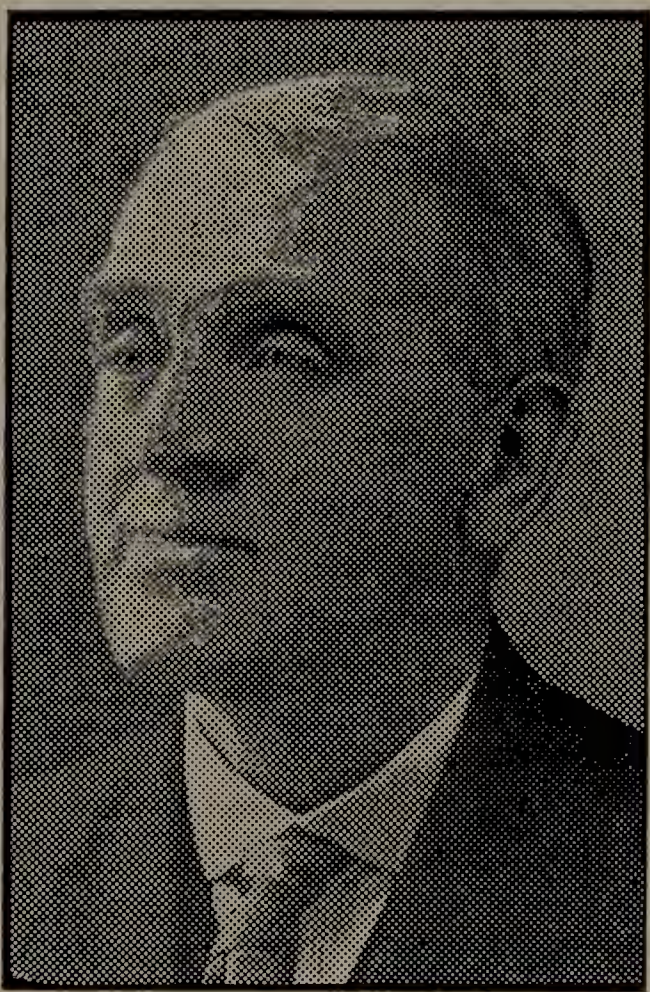
sition of engineer in 1885; since that time he has faithfully discharged his duties on the three systems and at the present day, like many other good men who have gone out from Franklin, taken their places in the world, an honor to themselves, the home town of the Great Statesman and helped to make conditions better, is giving to the world the best there is in him.

The last work ever done by Wilbur C. Stearns of Plymouth, was as claim agent for the Boston & Maine Railroad. "Web" Stearns was born at Danville, Vt., in 1821. He was educated in the public schools of his home town. At the age of thirteen he began to support himself and to assist his mother in maintaining the family. Young as he was then, he commenced to drive a stage between Danville and Barton, Vt., a drive of twenty-five miles; he kept this up during the summer, and attended school the following winter. He also learned the trade of harness maker, and could make a good harness even at that age. For a few years before he had entirely relinquished the whip and reins, he was employed by the B., C. & M., as tracer of cars and lost freight. When he discontinued staging, he still remained with the railroad in that capacity, which he held until the change in management, after which he became special claim agent. He lived in Plymouth thirty-five years or more.

There was a washout at Wentworth in the fall of 1858 which cost the road \$541.72 according to the director's report.

Most of the older men on the road today remember Joe Chesman, engineer who died suddenly in the prime of life not many years since. When sixteen years old Joe was thrown on his own resources and be-

gan life as fireman. Six years of faithful service won for him a locomotive to run, and during the remainder of his natural life he was one of the faithful railroad men.



FRED S. WHITING

Forty-Seven Years in Railroad Service and a present-day driver.

Charles L. Cummings, (present day engineer) was born in the village of "Woodville", Sept. 22, 1858. Charles L. Cummings is one of eight of the old-time engineers running today, and is a brother of Ex-Supt. G. E. Cummings. Charles Cummings spent his early years until the age of fourteen in the schools of

Woodsville and at the age of fifteen, when he made his first trip as a fireman on an engine, 61 years ago. He had worked about the roundhouse a year and a half before this, familiarizing himself with machinery. He served as fireman about seven years, when he was given his present position as engineer. Although rather young for so important a position, he has shown by his steady, careful work that he was fully capable of filling the position.

Sadness and gloom prevailed among the railroad men one summer day four years ago when came the sad news announcing the death of "Herb" Gale at Old Orchard, Me. He was in poor health and passing a few weeks at the sea shore endeavoring to regain his normal condition that he might resume his run on the Berlin freight, a position he had faithfully held for more than sixteen years. Elsewhere in this book the name of "Herb" Gale is mentioned, and people in the north country would never tire of reading about such a man as he was.

Herbert Clinton Gale was born at North Haverhill, Nov. 22, 1858; he was the son of Charles A. and Laura G. (Wetherbee) Gale, and grandson of Daniel Gale, Jr. Daniel Gale, Jr., was a son of Daniel Gale, Sr., who was an expert blacksmith, and served in that capacity in the War of the Revolution; it is said of him that he once shod Gen. Washington's horse; whenever the matter was brought up he would never fail to remark jocosely that he put a silver nail into the shoe.

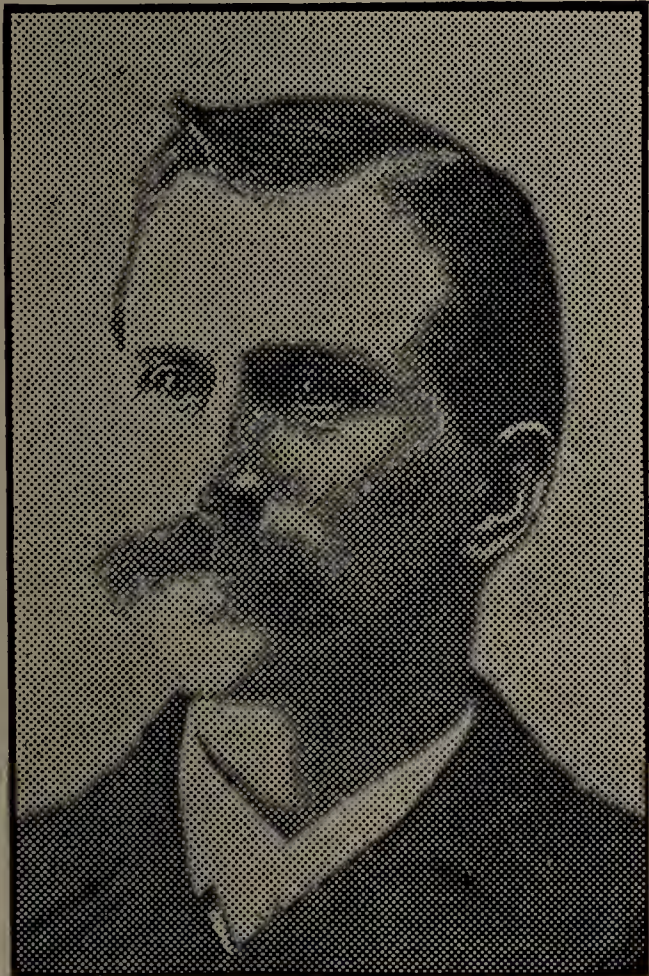
Herbert C. Gale lived all the years of his minority at North Haverhill, leaving there in 1880 for Grand Rapids, Mich., where he took a position on the Chicago & West Michigan R. R., running from Grand Rapids to La Cross, Ind. After four years in the west, in which time he became

thoroughly acquainted with railroad work, he returned to Haverhill and secured a situation with the Boston, Concord & Montreal, as brakeman. He held this job fourteen months and was then made yard master for a year and then advanced to freight conductor between Woodsville and Concord, later being transferred to the Mountain road where he run one of the Berlin freights for more than sixteen years. In June 1886 at East Haverhill, he married Miss Minnie Merrill, daughter of the late Simeon T. Merrill. This union resulted in three children, Morris M., Lynn A., and Errol C.

In conversation with Nelson Heacock of Rumney, who was section foreman at the time of the washout at Wentworth 42 years ago when the Franconia and Moosilauke were smashed and John Marsh went down the swift current, saving himself by clutching some alder bushes, Heacock tells us Uncle John said his locomotive as she plunged into the water sent forth excruciating groans like a dying horse would. He said after the wreck Marsh was given an easier job on a gravel train between Warren Summit and Lake Village.

Another of the old section men was Riley Avery of Rumney. An amusing story is told of him when he attended school. The school was kept in an old building heated by a fireplace and between the hearth brick and the floor the rats had at some time made a hole. As a punishment for using profane language in school the teacher sentenced Riley to sit astride of this rat hole until he should see a rat come through. After some time as chance would have it a rat made his appearance and no sooner was he out of the hole than the boy grabbed him and jumping to his feet rushed in the teacher's direction, yelling and

swinging the rat. The teacher's indignation can be imagined when you realize that the boy had to take his meals standing for about a week after.



FERNANDO C. GALE.

A present day engineer who learned railroading on the old road is Fernando C. Gale. Young Gale was born in Haverhill, May 26, 1858. He finished his education at the old Newbury Academy at the age of eighteen, and went to work in his father's blacksmith shop and until he became of age, when he bought a small farm which he worked in connection with his trade. In 1880 he went to work for the railroad in the shops at Woodsville, where he worked a year and then became fireman; he fired on the road four years, when

he received orders to take charge of an engine and has had his hand on the throttle ever since.

Moody C. Marston was born in Haverhill, Aug. 10, 1840. He was on his father's farm for a few years, went through the Civil War, came back, learned the shoemaker's trade at Lynn, Mass., engaged in the wheelwright business at Haverhill, selling out and going to work for the B., C. & M., as watchman, gradually working his way up to conductor, retaining that position until 1882. He run the stock train a number of years, after which he went to farming again.

Fred P. Dearth, a popular insurance man at Woodsville was in his younger days a railroad man. For seven years he was with the old Boston, Concord & Montreal.

Back in February 1880 there came down from Sutton, in the Province of Quebec, a 19 year old lad, Chas. Nelson Davison and secured a job firing an old wood burner, and two years later took charge of an engine, running passenger trains summers and freights winters between Woodsville and Fabyans. Mr. Davison has since retired from railroad service and is engaged in the bakery business at Woodsville. ,

Carroll Gillett was another old-time section man at Rumney. During the Rebellion he was an express messenger in the south. Behind the lines on this side I suppose, as he was a pensioner until his death, about a year and a half ago. His son Claude Gillett was also a railroad man, (fireman) in the west and was scalded in a wreck in a snow-slide about a year ago. He died a

few days after and the body was brought east and buried in the family lot at Rumney.

I have before me about a dozen trip passes issued to my father who was an employee of the old road. One is from Littleton to Concord on account of Engine Department; is signed by J. A. Dodge, Supt., and counter-signed by F. W. C. Whittier. The date is Plymouth, June 20, 1868. Another was issued to my mother a year and a half before I was born. This likewise was signed by Mr. Dodge. Another was given by Baxter P. Kimball, road master. These passes are filled out on the usual blank forms. I find another Woodsville to Warren Summit, signed by Mr. Dodge, dated Dec. 5, the year being omitted and the pass being written on a scrap of ruled letter paper.

Melvin Clifford of Lakeport, who succeeded Baxter P. Kimball as road master, died suddenly of heart failure the latter part of June, 1897.

Thirty to forty years ago: There was Frank and George (Stub) Robie, (Frank is in the harness today); Byron Gordon run helpers for years. He is still living but quite feeble, making his home with a daughter, Mrs. Freeman Downing at Stinson Lake, Rumney; Manus Perkins was station agent at Weirs before he went into the train service. Then there was Carroll Rinehart, just starting in his railroad career. Rinehart began on the B., C. & M., did his work well and worked up to trainmaster. He died in the prime of life from appendicitis. Henry Hurlbert was a bridge carpenter and known to all the old boys. Bill Caswell was car tracer fifty years ago; then there was Arthur Carr (yet working); James Gale, section foreman at Warren, where he has been

looking after the right of way for forty-five years. An old engineer was Frank Stevens, who was killed in a wreck at Dickey Cut, Plymouth, after the road passed into the C. & M., hands. Al Lake was another good man, who nobly did his part in the days of early railroading. He was scalded by a safety plug blowing out of the boiler near The Weirs during the winter of 1918.

The annual report of 1856 shows that the road paid for repairing old wornout rails at the rate of 2½ cents an inch. John Spaulding was a freight conductor thirty-five years ago. Later he left the road and engaged in farming at Whitefield. He also owned a small steam boat on Burns' pond near his farm which brought him in a revenue carrying pleasure parties during the summer. Then there was Gib Dow, son of Benjamin Dow, the cattle driver. Ed Pickering, Ed Boiler, Caleb Burleigh, Ed Dewing; John Aldrich who was killed on Warren Summit thirty-five years ago; Will Grant, Chester Carpenter, Al Burnham, Sylvester Swett, who sawed wood for years with a portable steam sawing rig; he had a son, Andrew, who is a present day freight conductor. There was Lewis Grant and Charles Corey, fellows connected with the old road forty years ago, each of whom did their work well. Herb and Scott Wells who were raised at Center Haverhill, sons of the late Caleb Wells; these boys were good railroad men and seldom received criticism from the "higherups". Then there were some of the section men worthy of mention such as Ed Glynn, Will Welch, Bill Caswell, Proctor Harris, Harvey Caswell, Will Sturtevant. Myron Browley started railroading in early days on the old road, later he went into the employ of Raymond & Whitcomb as personal conductor, and has made

many trips across the continent in charge of excursion parties. He proves the right man in the right place and is held in high esteem by his employers as well as those comprising his many personally conducted parties. A strange coincidence was when a local tax collector attached a locomotive at Warren station for taxes. Fifty years ago the railroad tax was paid to the collector in each town the same as an individual tax today. This particular year the road had failed to pay its taxes and an attachment was levied on an engine attached to a train going through. The train was held up until arrangements could be made with Arthur Knapp to go as receiver for the road.

Old time freight conductors who have not been mentioned were Bert Colby, Jess and George Peebles, each of whom saw service in the days when railroading was carried on vastly different from today. Then there were William French, station agent for so many years at Northfield; Orren Berdean, now eighty-five years old and passing his declining years at Laconia; Harley Whiting, Ed Buckley and so many others whose names have gone from memory but whose influence yet remains.

Mr. Cummings, like many other old time railroad men never tires telling of early days of the old road, and recently wrote as follows:

Friend Caswell:

Your articles on the old B., C. & M., are fine and will prove interesting and instructive to all readers. Has any one mentioned "Peter" Hines, whose correct name was Orrin? He was a son of Peter Hines, one of the old stage drivers. Young Peter, as he was always called, was a passenger conductor. About 1870 he run the train known as the "Shoo

Fly", a one-car train with the Mountain Maid for a locomotive and I broke for him in 1871, leaving Plymouth for Concord about 5 a. m., and getting back to Plymouth about 11 p. m. This was before the Montreal Air Line trains were put on. In the winter of 1871 Peter run the branch train between Wing Road and what is now Bethlehem Junction. I was there with him. Sam Cawley was engineer. Peter soon after left the B., C. & M., and went to work for the N. Y., N. H. & H., and died down there some years ago. You gave Mr. Dodge's age as 75. As I recollect it on the plate on his coffin it read, "Born May 1, 1818; died Aug. 10, 1883".

Yours truly,

G. E. CUMMINGS.

Woodsville, N. H.

During the year 1882, thirty-seven years ago, the road was hard hit and unfortunate as to wrecks. In the early spring of that year occurred a freight wreck at North Haverhill, an account of which is given elsewhere. May 8, another of the stock train and mail train between Ashland and Meredith; and in the fall of that same year a passenger train wreck in "Dark Hollow", half a mile below the present railroad yard at Woodsville. I recently came across a newspaper account of the stock train wreck of May 8, 1882, which in part follows:

"The afternoon mail train north left Concord, at 3:10 in charge of Conductor Thomas Robie. The train consisted of a combination baggage, express and mail car, and two passenger cars, drawn by the locomotive "Plymouth", George Peebles, engineer, and Fred Sargent, fireman. The train proceeded to Tilton, where Conductor Robie received orders from the train dispatcher at Plymouth to meet the down cattle train, in charge of Hen-

ry Mann, conductor, and consisting of twenty-four cars drawn by the locomotive "Frnconia", John Quimby engineer, and Burt Dodge, fireman, at Meredith Village. His train proceeded to Meredith, and was run upon the side track to await the passing of the cattle train. After remaining on the side track about ten minutes, Conductor Robie received orders from the train dispatcher at Plymouth to meet the cattle train and No. 14 passenger train (which was the evening express train) at Plymouth, and thereupon his train was run upon the main track, and proceeded in accordance with instructions. The train made a stop at Fogg's Station, and proceeding, had reached a point about four and one-half miles above Meredith Village, and three and one-half miles below Ashland, when the cattle train was seen some forty or fifty rods away coming on a down grade.

"A sudden application of the air brakes was made, and the engineers, firemen, expressman Van Corser, brakeman Fred Jones, and mail agent Charles Wright, all jumped, the speed of the mail train being somewhat slackened. In an instant the two locomotives crashed into each other, and fell on the west side of the track, the boiler of the 'Franconia' being turned nearly three-fourths of the way around to the north, and the boiler of the 'Plymouth' partly around to the south. The two tenders were thrown the east side of the track and piled one upon the other. The baggage, express and mail car was broken almost into kindling wood, and three or four cattle cars were thrown off the track on the opposite side from the locomotives.

"The crash came so suddenly, that Conductor Robie, who was sitting in the first passenger car, and had hardly got upon his feet, after the application of the air brakes, was

forced some distance down the aisle, but none of the passengers in the two passenger cars were injured. It was soon ascertained that William H. Abel, a hosiery machine manufacturer of Laconia, but who lived in Bridgewater, about two miles from Ashland, and who was sitting in a chair in the baggage car, was killed, he being found wedged inside the baggage car, covered with debris, and his face had the appearance of suffocation.

"Hiram Jones, of Barre, Vt., who was on board the cattle train with some horses, was found buried under the bottom tender, only one hand and part of an arm being visible, and he was probably instantly killed. Engineer Peebles received a blow on his head, when he jumped, and was considerably stunned, but is not thought to be seriously injured. Brakeman Jones was lamed somewhat, and also Conductor Robie, but both were on duty this morning, as was also Mail Agent Wright, Expressman Corser and Willie Gilman, peddler boy, who escaped without injury. It was a narrow escape for all the train men on both trains. Seven or eight horses were killed outright".

The first passenger cars with the monitor top, were built for the old road at Laconia in 1868; there were two combination cars and two coaches. These were followed by two more coaches the next summer with what were known as "French Tops". I am told that for a long time these good cars were all taken off in the fall, and only flat roof cars were run through the winter. These passenger cars, like the freight cars were hitched up with pin and link, as that was before the days of air brakes. Back in the 60s there were bell cords which were used only in case of emergency. There was a

signal of some sort that used to slide out on the end of the car for the engineer to stop at flag stations, instead of pulling the bell cord. The first Miller hooks were put on early in the 70s, about '73 or '74, and this followed several years later by the air brake with which one of the passenger engines were first equipped as an experiment, and later all the passenger machines were equipped with air. Most of the box cars had hand brakes but there were no brakes on the flat cars of the earliest designs. Most of the box cars were 28 feet, and had a capacity of 20,000 pounds. The caboose had space in each end for freight, and the conductor's room in the center. The conductor's room was so small that a person could sit on the seat and put his feet on the small box stove. On each end on top of the caboose there was a recess cut into top of the car, and a hood to pull over it, so that in stormy weather when the brakeman rode on top of the caboose he could sit down in this seat and pull the hood over him and be protected from the wind and storm. There was no accommodation for sleeping in the caboose. Can you imagine what a freight crew of the present day would say if started out with the equipment given the men of those old days and which was perfectly satisfactory.

The oil used on the trains for everything except the engine valves was pure lard oil. In the winter it had to be taken out of the barrels and melted in kettles over a fire. For valves tallow was used.

In the early 70s there were kept at Woodsville three engines over night. The mail train engine, the way freight engine and the helper. When the helper was not "over the hill" it was used about the yard as a shifter. Up to 1882 trains were sel-

dom moved by telegraphic orders. Some attempts at train dispatching were made but in rather a loose way. In 1882 Mr. Stowell assumed charge of the train service; opened a dispatcher's office at Plymouth, and George Randall was taken from the Central Vermont road and made chief dispatcher.

The road was opened to Lancaster July 4, 1871, and regular trains were put on from that day. A run in those days was Lancaster to Boston and return. A three-car train was made up with a conductor and one man who acted as brakeman and baggage man, making all the stops by hand to Plymouth. Here another car and brakeman would usually be taken on. From Plymouth the remainder of the run was somewhat easier. On arriving at Boston the train had to be "shifted" the cars swept, kindling gotten for the wood stoves ready for the start the next morning which was made quite early. The return trip was made in about the same way as the down trip the day before. The train crew of course had to help wood up at intervals and always keep the fires going and cars warm as possible. It was the usual custom for the conductor, when a passenger train stopped to wood up, to have all those riding on free passes go out and help. By this method often times it was made a "short job" of. The company, to be economical, used to burn old ties, and every fall the ties were picked up and put into piles along the track where they got some one to saw them up; then trains would stop wherever there were piles of ties and wood up. Afterwards they built three tie sheds: one at Bridgewater, one at Woodsville and one at Wing Road. As is mentioned elsewhere, Mr. Obediah G. Smith of Plymouth was contracted with to saw the old ties at so much

a cord. Soon as the summer trains were off they would start out a train with ten or a dozen flat cars and twenty-five or thirty men, with boarding cars, and fill up these sheds, which usually took until snow flew. The crew would stop wherever night overtook them. Smith would put his sawing machine into the shed and saw up the ties during the winter. Smith was supposed to saw them sixteen inches long, but they say from the time he cut them until they were put into the fire box they generally grew up to be anywhere from 24 to 30 inches long. A larger part of these ties in the handling would fall to pieces, and every fall before the sheds were filled they would shovel out a hundred carloads of chips and rotten rubbish. At a director's meeting one time the matter of using old ties for fuel was brought up. Some thought it was not economical, but the management thought it best to keep on using them. One of the directors expressed his opinion that, although the ties would probably make just as much steam as good hard wood, the steam was undoubtedly of poorer quality. They later became somewhat enlightened, and the business of picking up old ties was abandoned and they bought hard wood instead. They seemed to have an idea that cord wood was not worth anything until it had laid beside the track for three or four years.

Soon after the road was built to Sanbornton Bridge and trains began to run regularly between there and Concord, one day Rev. John Chamberlain was at the Northfield station and saw a passenger train coming; he went into the depot and wrote these lines. Later music was written to them and for many years the hymn was sung at religious gatherings all over New England.

The verses were entitled "The Gospel Train" and were as follows:

The Gospel train is coming,
I hear it just at hand,
I hear the car wheels moving,
And rumbling through the land;
I hear the bell and whistle,
They're coming 'round the curve,
She's playing all her steam and power,
And straining every nerve.

O see the Gospel engine,
She's heaving now in sight;
Her steam valves they are groaning,
The pressure is so great;
No signal for another train
To follow on the line,
O sinner, you're forever lost,
If once you're left behind.

O see the engine banner,
She's fluttering in the breeze,
She's spangled in the Saviour's blood.
But still she floats with ease.
This is the gospel banner,
The motto's new and old;
Salvation and repentance
Are burnished there in gold.

She's nearing now the station,
O sinner, don't be vain,
But come and get your ticket,
And be ready for the train.
The fare is cheap and all can go,
The rich, the poor are there;
No second class on board the train,
No difference in the fare.

I think she'll make a little halt
To wood up on the line,
And give you all a chance to go,
But yet she'll make her time.
She's coming round the mountain,
By the rivers and the lake;
The Saviour, he's on board the train
Controlling steam and brake.

We soon shall reach the station,
O how we then shall sing,
With all the heavenly army,
We'll make the welkin ring.
We'll shout o'er all our sorrows,
And sing forevermore
With Christ and all his army,
On that celestial shore.

Early in this article mention is made of a steamboat being built to run on Lake Winnipiseogee, and how the Boston, Concord & Montreal road helped finance the building of the boat that the road's revenue might be increased by passenger traffic. The boat was built and did service for

forty-five years. April 20, 1894, there was published in Warren News an account of the old boat finding her last mooring and she now sleeps in a watery grave beneath the waves over which she sailed for nearly half a century.

The steamer Lady of the Lake, which for many years has run on Lake Winnipiseogee, is to go out of commission. As soon as the ice is out of the lake she is to be towed to Lakeport, and near the very spot where, forty-five years ago, the hull was laid and the steamer built, she is to find her last mooring. The Winnipiseogee Steamboat Company was organized in that year, their charter dating June 24, 1848. At a meeting held Oct. 25, 1848, Mr. Walker presented a model for a boat which was adopted. The boat was 121 feet long, with 21 feet beam. William Walker, Jr., and B. J. Cole were authorized to build it, the lumber used in the construction of the steamer being cut around the lake. The building of the boat began in January 1849, and was finished in time to hold the meeting on board July 20, of that year; William Walker, Jr., of Concord, was the first captain. Elezur Bickford was the pilot, and succeeded Walker as captain after the latter had served some ten or fifteen years. Then followed Winborn A. Sanborn, James Beede of Meredith, S. B. Cole, Captain Sanborn again, and John S. Wadleigh. The Lady ran some twenty years, when a new hull was built at Meredith. Later on, while lying at her wharf at Wolfboro one night, her hull was burned to the water's edge. At one time, while carrying a moonlight excursion, the Lady ran on to a rock near Witch Island, and was run to Davis Island and beached. The loss of the season's business and repairs rendered necessary by the accident, cost \$10,000. No fatal accident or drowning of any person

ever occurred in connection with the steamer.

Charles F. Carr, railroad bridge carpenter in the employ of the old road during last of its history was well known to all employees. He was a highly respected resident of Woodsville.

Here is probably the first time table issued by the old road. It was published as a paid advertisement in the New Hampshire Statesman, at Concord, May 19, 1848.



BOSTON, CONCORD & MONTREAL.
 Railroad. Opened to Sandbornton. On and after Monday, May 22, 1848, the passenger trains, in connection with the Lowell, Nashua and Concord railroads; will run as follows, viz: leave Boston for Sandbornton at 7½ a. m., and 12 M.; leave Sandbornton for Boston at 9 a. m., and 3 p. m.; leave Concord for Sandbornton at 10 a. m., and 4¼ p. m., or on the arrival of the cars from Boston.

JAMES N. ELKINS, Agent.
 May 19, 1848.

Nathan S. Knight was among the later B., C. & M., men. He was born in Jefferson in 1849, worked for the Brown's Lumber Company at Whitefield eight years and then went to the B. C., & M. He started braking for two years, then was baggage master and later way freight conductor, and then passenger conductor. In 1890 he was injured at Northumberland by being caught between the saloon car of his train and a cattle-guard, from which he never fully recovered.

Melvin J. Mann, passenger conductor between Concord and Woodsville has for the last thirty-six years been in this capacity and his name is familiar to the traveling public. There is not a more cordial conductor on the whole system than he. Melvin Mann was born in Benton sixty-three years ago, where he lived until he was one and twenty. He worked on his father's farm and attended school. For six years before he became of age he carried the United States mail between Benton and North Haverhill. At the age of 21 he became brakeman on the old B., C. & M., working at that on freights for three years, when he was made conductor. For three years more he had charge of the freight train, when he was transferred to a passenger run in 1883, in which capacity he is still serving.

George F. Smith was a B., C. & M. man. He started railroading in 1872 as brakeman, two years later was made baggage man, which he followed for eight years, when he was promoted to passenger conductor in which capacity he continued for about twenty years, making Woodsville his home.

Probably it is not generally known today that J. N. Elkins, the second superintendent of the old road was a conductor on the Concord Railroad before coming to the B., C. & M. The name James N. Elkins is familiar to many of the older generation of railroad men, for it will be remembered that an inside connected locomotive of early days bore this name and her number was 9. The name was on a large brass plate on each side of the boiler, and later was painted under the cab windows. This engine was for a long time run by that faithful employee, Alfred Drake, better known among his associates as "Bogy". Later George

Hutchins, his fireman, run the Elkins on the White Mountain express. Mr. Hutchins' name has appeared in previous letters, and certainly he is a pioneer in the care and running of an engine in the mountain region. Mr. Elkins, upon his retirement, was succeeded by James M. Whiton, both of whom had, according to records, many sterling qualities worthy of emulation.

The first superintendent was Peter Clark, who was later succeeded by Mr. Elkins. There was one of the first locomotives bearing the name Peter Clark, a picture of the old machine appearing elsewhere. John Lyon started out as a stable boy, caring for the stage horses at Meredith Village, and from that he went to work for Jim Beede at the railroad station. He had great confidence in the B., C. & M., and put time and money into the old road, but later learned more about starch and dry goods than he did railroading.

George Stevens was succeeded by Ralph Adams as master mechanic about 1870. Stevens went west where he died a few years after. Henry Little, the veteran engineer as old age overtook him, was given a flagging job at Ferry street crossing, Concord. John Davis, another old and faithful engineer retired and died at Woodsville about eighteen years ago.

Although these dates have been covered in a general way earlier in this article, yet for convenience the following are briefly given with reference to the Mountain road. This road was opened from Woodsville to Littleton in 1853 by the White Mountain Railroad Company. Here funds run out and there were heavy debts. Later the road came into the hands of the Boston, Concord & Montreal,

and in 1869 was opened to Wing Road. The following summer the road was opened to Whitefield, which was the terminal until October 1870 when it went to Lancaster where the first train was run July 4, 1871. The branch was opened to Eethlehem Junction in 1872, to Fabyans in 1874, and to the Base of Mt. Washington in 1876. I recollect hearing my father tell of helping build the extension from Lancaster to Groveton in 1873, connecting with the Grand Trunk. The Pemigewas-

moved to Woodsville. Mr. William A. Stiwell came over from the Montpelier & Wells River road as superintendent to succeed Mr. Dodge.

For years the Peter Clark run between Littleton and Woodsville with the trusty left arm of Isaac Sanborn on the throttle. They say the "Peter" did all the work on the mountain road for years, coming down in the morning on the passenger train; going back with a freight, back down to Woodsville bringing freight, and



TILTON FORTY-FIVE YEARS AGO.

set Valley road was built in 1883.

Along about 1856 the road got into financial difficulties and the directors wanted J. T. Coffin to take charge of affairs which he did at their request. Mr. Dodge took charge as superintendent in 1858. He served in this capacity at Plymouth until 1883 when he retired on account of failing health. Soon after Mr. Dodge's death the railroad headquarters were

up with the mail at night. West Lyons for a long time was Sanborn's fireman. Later Lyons was promoted and made good as an engineer. Though the "Peter" was the only engine on the mountain branch Sanborn and Lyon kept her looking spick and span as a new dollar. Ed Cummings says she run one time more than a year without going to the shop. Engineer Lyon in after years went out west and today resides at

Elkhart, Ind. Right here I will tell of a circumstance Mr. Cummings tells with reference to Ike Sanborn finishing work for the road rather than run one of the light engines, the Mountain Maid. At the time Cummings was a "wiper" in the round house at Woodsville, waiting until he got old enough to go to braking, a job Mr. Dodge promised him soon as he was old enough. He says: Along in the fall of 1869 Mr. Dodge had an idea the business was slack and that the Mountain Maid, a small engine, weighing about twenty-five tons, could do the work just as well as the "Peter" and he notified Ike that he was going to send up the Mountain Maid for him. Ike told Mr. Dodge that if he sent her he might send a man to run her. Mr. Dodge did not believe that Ike would leave, but one night John Davis brought the Mountain Maid up from Lake Village with orders for Ike to take her the next morning, while he would take the "Peter" back to Lake Village. Davis was one of those fellows who liked to see a little row started up now and then, and he made considerable talk about how Ike would look running the Mountain Maid. I was watching at the time and he told me a lot of stuff to tell Ike about what to do and what not to do with her, and when Ike came in from Littleton on the mail, we had the Mountain Maid all ready to go back on the freight. I commenced to tell him what Davis had said about running her. He told me to tell Davis and all the rest of them to go to —, quite a distance from Woodsville. Ike picked up his overalls and frock and everything he had and got on the train as a passenger for Littleton. We telegraphed Adams to send a man to run in Sanborn's place, and John Davis was the man sent up. I told John all the points of the Mountain Maid that he told me to tell Sanborn, and a mad-

der man never left a station on an engine than Davis on the Mountain Maid. Ike was a particular friend of Superintendent Chamberlin's, having known him at Littleton, and he was soon provided with a job on the Concord road, where he run for many years, was later made round house foreman at Concord, and died in Concord in 1886, thirty-three years ago.

Sid Russ, an old time stage driver and later conductor who has been mentioned several times elsewhere, had outside business enough so that he got rich and retired, and died in Concord about 33 years ago.

Up to about 1872 Uncle Seth Greenleaf run as conductor of passenger trains more or less. Later he was ticket agent at one of the mountain houses and died about the year 1880. George Little was another B. C., & M., man who left the road and went into the mail service. He lived and died at Plymouth. Like every possessor of the name Little, he was a good man. Then there was John Colby, for years section foreman at North Concord; Uncle Eben Hutchins, who I recollect in his last days of actual railroad work as flagman at a crossing at Laconia. He and his good wife were for years regular attendants at the Alton Bay camp meetings.

Many of the older men today will remember T. P. Woodman, an early agent at Holderness. For years he was expressman at Ashland and in his declining years, after he had retired could not get out of the habit of going to the depot. Henry Ramsey whose name has not yet been mentioned; he used to be station agent at Woodsville, and later went out west where he died. H. E. Chamberlin was the first station agent at Littleton. Another man

who has been up to this time overlooked is Dexter Hawkins, who used to be a section man at Bath. He later became connected with E. B. Mann & Co., druggists, Woodsville.

Mention has been made of several fatalities of early times. No attempt is made to record them all, but there was one at Rum Hill bridge many years ago when George Ramsey was killed by striking a telegraph pole. He was freight conductor at the time and going on top of his train he swung out too far and the pole struck him in the head and broke his skull. E. P. Fisher, who was baggage master through to Boston, was killed at Amoskeag by being thrown from the forward end of his baggage car underneath the wheels. Only until the last thirty years were conductors or other trainmen uniformed. In the old days the conductors or brakemen wore no uniform or badge indicating who they were. They wore any clothes they saw fit and any kind of a hat or cap. Everyone along the line was expected to know who the conductor was, and the conductor usually took pains to have everybody know who was in charge. In fact the old conductors did just about as they pleased, and did not allow any one to dictate to them very much. They ran the train as though they owned the road; and, in some cases, they did literally become possessors of much of it.

The passenger cars would haul freight cars behind their trains to be left at points on the main line for loading. They would wait at stations for passengers to do a little business. Passengers could purchase a ticket or pay on the cars just as they chose. There was no bothering with rebate slips. There were no train orders. The train first arriving would wait for the other, except in cases where they were specified in the time table to wait

five, ten or fifteen minutes and then proceed. The first regular conductor on the B., C. & M., road was Jacob Libbey, who graduated from a coach in stage times to run as a railroad conductor, without previous experience to any extent. After him came Sid Russ, Seth Greenleaf. Later there was Tom Robie, who run the train for years known as Robie's train. This train at the present day is known as the paper train. Later George Eastman took the train and the public knew it as Eastman's train. In the early times Patch Clifford was engineer along with Tom Robie, and the name of the train was about equally divided being called by some Patch's train and others Robie's train. Seth Greenleaf at one time was worth considerable money but invested it in a gold mining scheme at Lisbon and lost it all. Tom Robie in later years run the trains between the Fabyans and Base of Mt. Washington summers and looked after the logging business in the winter. He died at his home in Plymouth in 1893.

The B., C. & M., owned and operated stage lines from Littleton to the White Mountains and Plymouth up the valley to the Profile and a number of their stage drivers later became passenger conductors, as I have already mentioned.

Several old timers not yet mentioned were, first, Eddy Petties, who jumped from freight conductor to passenger conductor;; Ed Fisher and Bill Rawlins who run baggage cars between Boston and Plymouth, and later were conductors between Plymouth and Littleton. I can remember when my father was foreman of the section between Warren Summit and East Haverhill back in the early 70's. His section started about midway of the "cut" near top of the hill and extended to a point

about a mile south of East Haverhill station. For years the section men would have to get up at 3 o'clock in the morning and walk down over the five miles of road before the way freight which left Woodsville about 5 in the morning. There were three men in the section crew and each man took his "turn" over the road, summer and winter, returning on the way freight usually about 6 o'clock in the morning. My father continued as foreman of the section gang for a number of years and was later made station agent, which position he held for more than twenty years. About the year 1853 there were about five trains passing over Wells River bridge daily, and Mr. Dodge got a notion that it would be well for someone to go over the bridge after each train, to look for fire, and the road paid Ed Cummings \$8 for doing this one summer. Later this same lad became superintendent of the road. His father was section foreman of the North Haverhill section of the road that summer.

Without the mention of the name of Frank Titus this little history would be like the play of Hamlet, with Hamlet left out. Frank Titus is a present day passenger conductor who started railroading along towards the last of the old B., C. & M. days. Like most of the boys he put in his usual number of years in the freight service, a baggage car and so up the line, and for years has been in charge of one of the through trains between Newport and Boston. He has grown gray in the service and is an efficient employee. He got his start with the old road.

At the depots along the road the first platforms were built about on a level with the bottom of the baggage car doors and proved more or less dangerous owing to people falling between the trains and plat-

form. In the early '80's the legislature passed a resolution that all passenger station platforms in New Hampshire should be lowered approximately to a level with the ground within a certain period of months. The old "bunter" or "bumpers" on all freight cars were done away with by an act of the United States congress; likewise all cars had to be equipped with air brakes; the side ladders on saloon cars were eliminated in a like manner as time went on.

On page 59 appears the names of the superintendents of the road and I regret the omission of the name of William A. Stowell from the list. Mr. Stowell came to the old road from the M. & W. R. R. R., in 1882, and brought with him George E. Randall, who had been train dispatcher on the C. V. R. R., who was made train dispatcher. Mr. Dodge went to California in 1883 for his health and Mr. Stowell became superintendent between Concord and Woodsville, and Mr. Corning superintendent north of Woodsville. When the B. & L., took over the road Mr. Corning retired and Mr. Stowell was made superintendent of the entire time to the interests of the M. & W. R. R. R., as general manager being in that position at the time of his last illness.

The road was opened from Warren to Wells River July 4, 1853 and trains began running regularly the next day. It was just eighteen years after, before the trains run to Lancaster.

W. H. Mathews, cashier of the Rockwell Corporation, Boston, who are New England distributors of Nash cars and trucks writes me that he saw service on the old B., C. & M. He speaks of Capt. Colby, the Manns, Mr. Cummings, Mr. Stowell

and other men of the old road in its later days. Elmer Gordon is another B., C. & M. man who later went out west and is now running on the B. & M., with headquarters at Lincoln, Neb. He started braking for Ed Sanborn.

During my recent research for ancient railroad history I have succeeded in coming across some good matter with reference to how the Boston, Concord & Montreal happened to be built, the opposition it encountered, etc., all of which will help to make this history the more valuable to say nothing of its interest. Had this been available at the start it should have gone in the first few pages, but even now it will not lose its value, therefore I will treat the subject briefly. After a railroad had been built from Boston to Concord, for some years it was thought it would not be extended further into the country, and the citizens at Concord were not desirous it should be, and the ruling political party who had control of the state was opposed to granting any more charters. They took the ground, as I am told, that the state had no constitutional right to take private property to build railroads without the consent of the owners. There was no further action taken for some time, when one evening Henry Stevens of Barnet, Vt., was visiting at the home of Dr. Phineas Spaulding at Haverhill Corner, which was at that time one of the leading villages in this section of the state. It was suggested by some of them that a railroad meeting be gotten up and held in that village. The suggestion was agreed to, some hand-bills gotten out, the public from far and near was invited and the meeting was fully attended by prominent men from Canada, Northern Vermont and those who were interested hereabout, together with a

great many from all parts of Grafton county. The subject of building a railroad from Concord to Montreal was fully discussed and a committee chosen to obtain subscribers or signers to a petition to the legislature for a charter for a road from Concord to Wells River or any point where the corporation chose to cross the Connecticut river. Dr. Spaulding of Haverhill was chosen to appoint some efficient man in every town in Grafton county to obtain petitioners to the legislature for such a grant. They say such a formidable array of names availed the General Court so that they granted a liberal charter, an account of which appears in part in the first of this article. The corporation next issued subscription papers for the stock and commenced the survey of the road. A meeting was held at Plymouth and largely attended. The people from Canada and on the line of the Passumpsic united with the B., C. & M., instigators with assurance that they would take the road at the crossing of the Connecticut river and build it to Montreal, and claimed it was all one enterprise. Apparently there was perfect confidence between the two corporations. When the Boston, Concord & Montreal charter was granted there was another also granted for a road from Concord to the mouth of White River to unite with the Vermont Central. The stockholders of the two roads saw the advantage they would derive by defeating the building of the B., C. & M., and induced the Passumpsic road to unite with them at White River Junction, and pledged seven hundred and fifty thousand dollars toward building their road. Here is where the B., C. & M., met with obstacles and had difficult sledding almost at the start. This bid induced the Passumpsic to leave the B., C. & M., and unite their interests with these roads, and throw every

obstacle in the way of building this road possible. Almost all the influence and a lot of money was against the B., C. & M., at that time. A bitter controversy was in the meantime going on between the several proposed roads. An offer was finally made that if the people in this section of Grafton county would withdraw from the proposed B., C. & M., that a junction might be formed at Canaan and a road go up on the New Hampshire side of the river to Wells River and there join with the Passumpsic. They thought New Hampshire people and the influence of Haverhill, the county seat, would "bite" because of the possible gain, and would join in the proposition. This would have brought the depot at Haverhill Corner, then the very center of the village, and when the Montreal should be built the junction would have been at Haverhill also. The argument was further put up that if a road to Montpelier was ever built it would go from Haverhill to Bradford, Vt., up Wait's river, thence on to the Vermont Capitol. Finally the B., C. & M., road was built by the issuing of bonds and preferred stock, the road being mortgaged to secure the payment of the bonds. Work of building the road from Concord to Woodsville was started and rushed as fast as was possible, as is told in the preceding pages of this article.

I recently came across some good history with reference to the old road back in 1846, 1848 and 1849. Several of these items appeared in the Meredith Bridge Gazette, and were reprinted in the New Hampshire Statesman of Concord the following week. One article deals with breaking ground for the road, another tells of the trial trip over the road from Concord to Sanbornton Bridge (Tilton), another gives receipts of the road for the month of August 1849, and number of passen-

gers carried. The last is of a shocking accident which happened to one of the B., C. & M. men in Boston, all of which will add materially to the interest of this work.

From the New Hampshire Statesman of February 13, 1846. From the Meredith Bridge Gazette, (Meredith Bridge is now Laconia).

The Railroad—Breaking Ground.

On Thursday last, the occasion of "breaking ground" on the Boston, Concord, and Montreal Railroad was celebrated in a style, and with a spirit highly satisfactory to the friends of the enterprise. In the morning a salute was fired at Sandbornton Bridge, Union Bridge, Meredith Bridge and Lake Village. At 10 o'clock a procession was formed in this village, in stages, sleighs, etc., which proceeded to Union Bridge, six miles down the river. There we were met by a like procession from Sandbornton Bridge, etc., and a crowd of people, who had assembled to witness the ceremonies, who cheered the procession most heartily on its arrival. The whole company then formed in procession and marched with music to the place appointed for breaking ground, on the swell of land upon the Gilmanton side of the Winnipisogee river. There Mr. Lyford, in the absence of the President of the corporation, made a short and very pertinent address, alluding to the magnitude of the undertaking, its importance to the central and northern parts of New Hampshire, its present prospects and some of the results which are to be anticipated from its completion. Mr. Lyford was particularly happy in his remarks; and was most enthusiastically cheered by the immense crowd of people assembled. When he and Mr. Clement threw out the first shovel of earth, the cheering was immense. Minute guns were fired on the hill in the vicinity during the whole ceremony. It was

judged by many that there were three thousand people present. The procession then returned to the village at Union Bridge, formed in a line and returned to this village, passing through our principal streets; being greeted by the firing of cannon, ringing of bells, and every demonstration of joy that the occasion was calculated to elicit. As to the numbers who were present we have no means of knowing; but we know this—there were a great many folks, “a mile of procession”, “a world of people”. We have no doubt there were more than 3,000 out on the occasion at the different points although there had been only two days’ notice.

After this a “meeting house full” of people assembled at the Universalist Church, in this village, when Hon. Samuel Tilton of Sandbornton, was called to the chair, and Mr. Ward of Plymouth appointed Secretary. (The Gazette here gives a sketch of the addresses of Messrs. Stevens of Meredith Village; Low and Robinson of this town; Lyford of Meredith and Clement of Sandbornton and then proceeds): the meeting was dissolved at about three o’clock, after which about two hundred gentlemen partook of a most excellent dinner provided by Mr. Tilton at the Winnipisiogee Hall. After dinner many sentiments were given, and short addresses made, which were most enthusiastically responded to by the company, but which we are obliged to omit. On the whole it was a grand affair, nothing occurred to mar the pleasures of the day; but every thing conspired to give new courage and fresh vigor in the great undertaking.

(Note. The date of this is evidently Thursday, February 5, 1846).

From the New Hampshire Statesman of May 12, 1848.

Boston, Concord & Montreal R. R. Experimental Trip.

An experimental trip over that section of the Boston, Concord and Montreal Railroad, lying between this town and Sandbornton Bridge, (18 miles) together with the annual meeting of stockholders in the road, took place on Wednesday last. A train of four cars left Concord in the morning for Sandbornton, and returned at 10 o’clock a. m., laden with a great number of people residing upon the line of road now in operation and others from towns beyond Sandbornton and onward to Haverhill. On the arrival of the morning train from Boston, a multitude of people from below, together with a large body of those residing in Concord, were accommodated with seats filling in all ten spacious cars, which were drawn over the road by the powerful engine, “Old Man of the Mountain” and the whole company safely set down at the flourishing village of Sandbornton Bridge at 12 o’clock under the roar of cannon and the congratulations of a concourse of people from towns in Merrimack and Belknap counties.

The long and heavily laden train of cars passed over the road six times in the course of Wednesday with no accident whatever. They were in charge of Jas. N. Elkins, the active and gentlemanly agent of the road, and known by multitudes as one of the conductors on the Concord road from the commencement of its operations in 1842 up to his transfer last winter to the office he now holds in the B., C. & B., road.

The last train down reached the Concord station at 1-4 to 8, evening, the passengers highly pleased with the occurrences of the day.

(Note. The date of this trip was Wednesday, May 10, 1848).

From the New Hampshire Statesman of September 28, 1849.

The receipts on the Boston, Concord and Montreal railroad for the month of August (1849) after deducting the proportions of the lower roads, were \$10,273.88. Number of passengers passing over the road during the month, 10,692.

From the New Hampshire Statesman of January 25, 1850.

Shocking Railroad Accident.

Last Saturday afternoon in Boston, as the freight train was being put in readiness to leave the city for this place (Concord), Mr. Cosmo Lund of this town, an active and energetic man connected with the freight train on the Boston, Concord & Montreal railroad, as conductor was caught between the "bunters" of two freight cars, while attempting to fasten them together, and so pressed as to compress his body to the thickness only of three inches, breaking four or five of his ribs, driving one or more of them probably through his lungs; yet he returned home in the evening passenger train of cars and was able to walk from the carriage into his house, but he died on Monday afternoon. He was about 36 years of age and leaves a widow and two children.

From the New Hampshire Statesman of July 23, 1847.

(From the Meredith Bridge Gazette).

A. Beaman of this place has taken the contract for the grading of the railroad from the lower part of this village to Lake Village about two miles. From Lake Village to Meredith Village, the grading is to be done by Mr. Ela of Meredith Village. The work upon the ledge near Long Pond, which was commenced some ten days since, is going on very well. This point only nine miles this side of Plymouth, is the one which has

been regarded by some presenting the heaviest work of any upon the whole line, but it will be much lighter than was anticipated. The contractors upon the railroad between Sandbornton Bridge and this place are on in strong force. Large numbers of Irishmen are busy at work at different points upon the line and the work has assumed an air of briskness which looks encouraging. All these contracts, by their terms, are to be completed by the first of November next.



FRANK W. JOHNSON

Frank W. Johnson went to railroading on the old B., C. & M., when he was but thirteen years old, obtaining a position in the office at Lake Village. A year later he went to braking and kept it up for four years. At the age of 18, he took

charge of a freight run as conductor. In 1883 he was given a passenger run which he held for many years, and later was placed in charge of the Concord passenger station as local agent. Frank Johnson's social qualities were well developed, and he was very popular among his fellow employees. To the patrons of the road he was ever the same, obliging, whole-souled and genial in his manner.

Five years ago there was printed in Warren News a paragraph with reference to Heber W. Hull of Plymouth and a lantern which he lost in the Sewell's Falls wreck and recovered after thirty-six years. A few days ago I wrote Mr. Hull asking that he give me a few facts with reference to the wreck, how he lost the lantern, etc. That same morning Mr. Hull's letter was received—our letters crossed on the way. Mr. Lougee also gives a good account of this wreck.

Conductor Heber W. Hull last week came into possession of a railroad lantern that he lost at the time of the Seawall's Falls wreck in 1878. At that time Mr. Hull was a peddler boy on this division, then the Boston, Concord & Montreal R. R. This was in the days of wood burning locomotives when all the train men had to help wood up en route. Mr. Hull's duties at this time were to climb up and pull the rope that let the water into the tender. He was on the night train and to please him the train men gave him a lantern and one of the men took the globe home and cut Mr. Hull's name on the glass. At the time of the wreck, a winter's night 36 years ago, the lantern was lost. Last week Engineer Lindsay who lives at Rumney, found the lantern in the ruins of an old blacksmith shop and returned it to Mr. Hull. Where the lantern had

been and how it came to Rumney is a puzzle.



HEBER W. HULL

Plymouth, N. H.
May 5, 1919.

My dear Mr. Caswell:

I have been much interested in recent articles appearing in the columns of your valuable paper, pertaining to old B., C. & M. times. Although being away several years between 1879 and 1886, I began my railroad life as "Peddler Boy", (as they were called in those days), on the old Eastman train in the summer of 1876, running from Plymouth to Lancaster and return. George Eastman was conductor; Bill Kimball, engineer; Hi Farnum, fireman and John Pennock, baggage master and brakeman; all dead now. On our

return trip we run coupled on to the Montreal express at Woodsville with Ed Mann, conductor and Loren Clough, brakeman and taken to Plymouth, while Kimball wanted help some freight over Warren Summit, then run light to Plymouth to take the Eastman train out in the morning. About the same time that Eastman train started north, another two car train left Plymouth for Concord in charge of Tom Roby and Patch Clifford. I can well remember the difference baggage masters on that train as Frank Green, Dana Brown, Smith Clark and Charlie Hill. All of the above named have passed to the Great Beyond. In those days there was one way freight each way run by Don Foley, Al Haines, John Spaulding and Frank Johnson, and one express freight each way in charge of Henry Mann and Ed Sanborn. Pete Hines run the "Shoo Fly" a night train, Concord to Plymouth and later on Frank Simpson took the place of Hines. Sid Russ and Ed Mann run the mail train during the winter season between Concord and Plymouth, Ed working one week and Sid the next. All were good men, but I used to think that Ed Mann was the best man in the world, and although a boy I was not the only one who thought so. He always befriended me and later on when I came back home after an absence of seven years I found him Superintendent, he gave me a job and I have been here since then. I well remember the wreck of the "Shoo Fly" at Sewall's Falls, December 10, 1878 when Charlie Hoyt and Jack Lawler went 75 feet down the bank with engine, "Carrol".

I have a lantern that I lost in that wreck that was returned to me 37 years later. The frame of course was rusty and spoiled but the globe good as ever with my name on it, which was cut in with a file by Frank Whiteman, who was a fireman at that time.

I don't think there is a conductor, engineer or station agent here now who was acting in those capacities when I began selling newspapers and peanuts in 1876.

Wishing you best of success, I am,

Yours truly,
HEBER W. HULL.

Lakeport, N. H., May 6, 1919.

My dear Caswell:

On my arrival home last night I found your letter waiting me. Speaking of the Sewell's Falls wreck 41 years ago next December, would say:

I remember the night very well as Clarence Adams and myself run the wrecking train that night from Lake Village. The bridge over the Merrimack was swept away, and we were at East Concord from Tuesday night until Friday night, when they got across the bridge and we run what is now 81 to Woodsville that night. The same night John Marsh and O. D. Bailey went into Baker's River at Wentworth with the Franconia and Moosilauke. Mr. Adams and myself came very near being in that wreck. We left Concord Tuesday afternoon with the empty stock racks, Henry Mann conductor. We had for an engine the Ashland. We arrived at Lake Village with a hot driver box and they cut us out, and O. B. Bailey and Harlie Whiting took the train, hitched in with John Marsh with engine Franconia, and they had for engine the Moosilauke.

Jack Lawler was firing what is now train 81; he had for engineer Charles Hoit with engine Carroll. When about two miles above East Concord near where the dam is across the Merrimack, they ran into a washout, engine and baggage car going down over the bank, Mr. Lawler was injured quite badly and was taken to the American house at Concord where he remained for several weeks, there being no hospital in Concord at that time. There was a corpse on the

front end of the baggage car and when we got there with the wrecker we found it standing up on one end against a tree with one end of the box broken open. After getting the wreck cleared we ran extra between East Concord and Sewell's Falls to connect with a train they were running over the old Northern to Sewell's Falls to bring passengers from Concord and south who were going over the B. C. & M.

We got our meals at Uncle John Hutchins' who was foreman of the section at East Concord. Mr. Loran Clough was station agent and he had all kinds of musical instruments in the depot and one was a hand organ. Every time we would go to our meals we would take the hand organ and play through the streets. Uncle John used to say that we were "awful boys," and I guess he was right. In one of Mr. Adams' letters in regard to the extra train we run to the Weirs from Concord: It was called the steer train, as we were only boys, Mr. Adams being 19 years of age and I was 18 years; but we always got by without any accidents. Those were happy days, just like one family of big boys. Some different than today. There is not a conductor, engineer or station agent between Concord and Groveton here today who were here when I started in railroading excepting Mr. Adams, who was then in the motive power department; in fact there are no engineers running today who were running when I went to firing. I started in March 15, 1873 and worked one year in the shops at Lake Village before I went to firing. Mr. F. H. Burleigh went to firing in June of the same year I went to firing, so I have lived to see the old timers pass away. George E. Hutchins of Berlin was running for the Whitefield Lumber Co., but was a B. C. & M. man before going to work for the lumber road. I think this booklet will be

very nice in years to come as the younger class can see how we old timers got along in the early days of railroading.

Yours truly,

F. W. Lougee.

To add to the interest of this little volume Conductor A. J. Mooney of the Southern division of the Boston & Maine, now running the "Cannon Ball," Boston to Plymouth, writes a most interesting letter. "Al" Mooney started railroading, as will be seen by his letter, in the old days of hand brakes and wood burners, has grown up in the service and looks back with pride to the fact that he did "his bit" in helping to develop the old Boston, Concord & Montreal.

To the Editor Warren News,

Warren, N. H.

Dear Sir:—

I have read several letters of late in your paper written by some of the old time railroad men on the old B. C. & M., and they have been very interesting to me as it takes me back to those days when I first entered the service at Lake Village, in 1871.

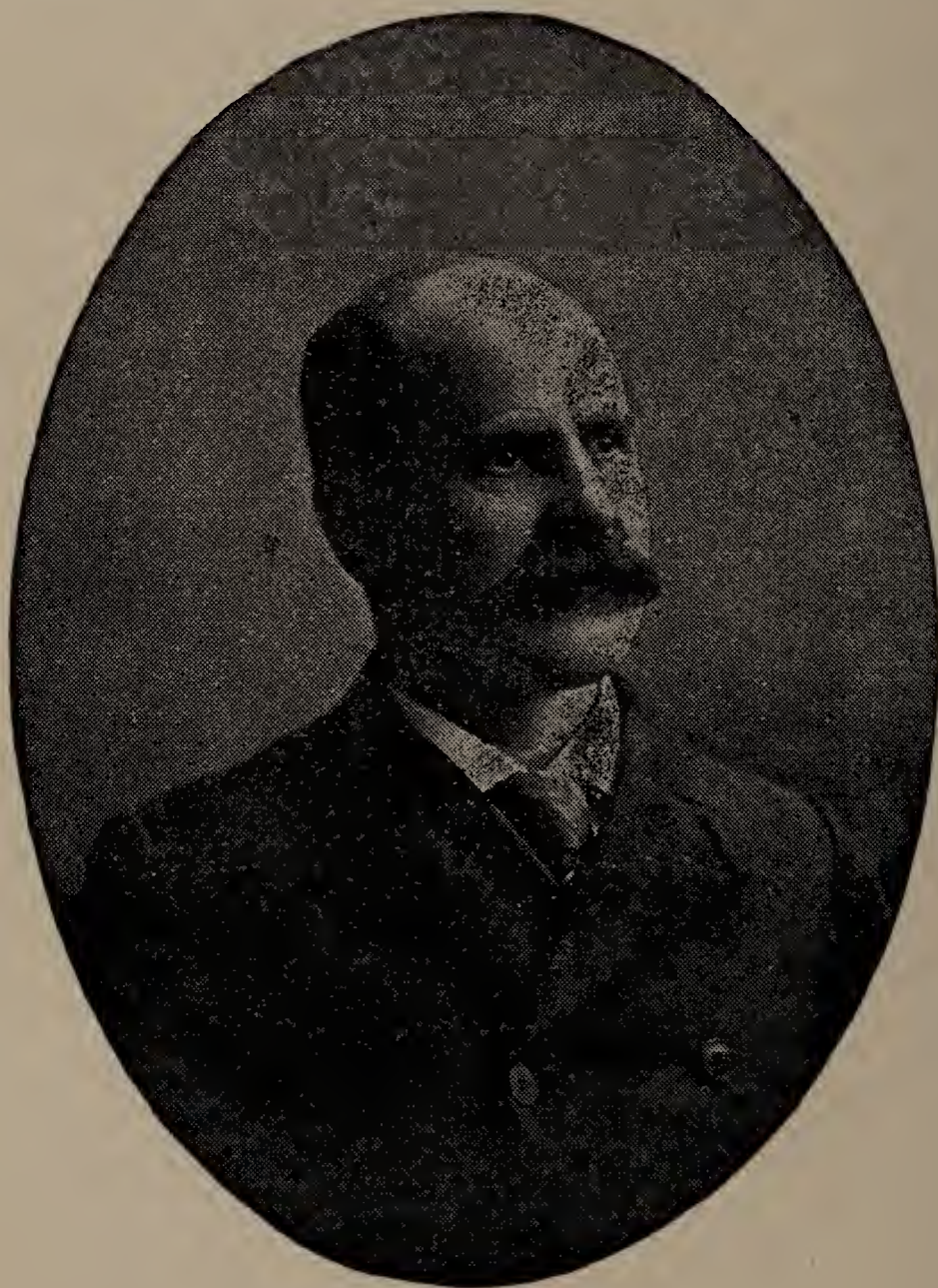
Miles Taylor was agent, and I was his chief clerk. My work was up at 4 a. m., throwing switches, riding cars, loading and unloading freight, checking and loading baggage on arrival of all trains, whenever an extra brakeman was needed, go to Concord and back; all the spare time I was to assist in sawing wood for the engines, and it required at this station about 25 cords daily.

Coal burning engines in this section of New England were not even thought of at that time. All engines were burning wood, the cars were heated with wood stoves, and lighted with spermaceti candles. Large sheds were located along the line, at different points and filled with cord wood during the winter months; the most of the wood was drawn with ox teams; and was sawed ready for train

use by small steam engines or horse power and thrown into small cars so it could be easily moved to the tender.

June 24th, 1872, I was called to Plymouth to see Supt. Joseph A. Dodge; after asking me lots of ques-

The night was dark and rainy; about 11.45 the train pulled in, Peter Hines conductor. I was stationed between the two rear cars. I was to stand up at all times and near the brakes. The train consisted of en-



A. J. MOONEY

tions, did I drink, smoke or chew tobacco? and giving me lots of advice he said, "I am going to give you a position as brakeman on the night express and you take it at Plymouth tonight, and if you prove a good, faithful boy, in due time you will get something better."

gine, baggage, passenger and a Pullman sleeper.

All the stops were made with hand brakes. Links and pins between each car, the platforms so far apart that one had to jump from one to the other. We made all the stops. Wood and water at Warren and East Ha-

verhill, arrived at Woodsville on time.

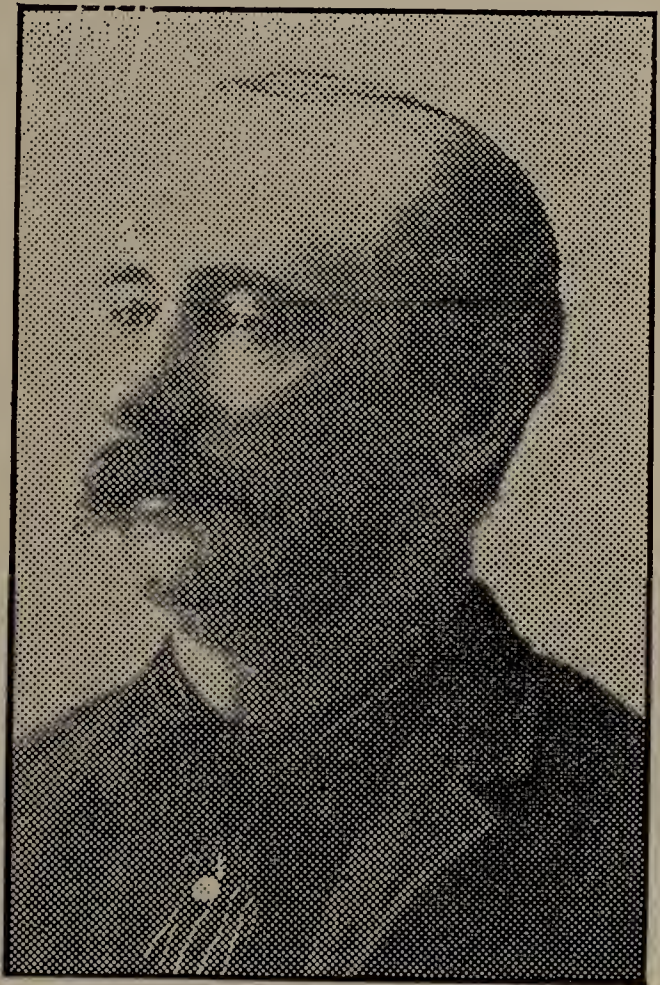
On the return trip we stopped at East Haverhill, Warren, Plymouth, Meredith village and Northfield for wood and water. At each one of these places, we took about five cords, and it all had to be handled by the train crew. Besides we had to wood up the cars for the trip to Boston and return.

The train arrived in Concord about 5.30 a. m. I was wet, hungry, dirty, hands bleeding and discouraged. This was my first trip in the passenger service, and would have been my last had it not been for my brother Frank, who was baggage master on the train that morning. The lecture he gave me I have never forgotten. I stuck to this job for four long years without missing a trip. I was in the wreck at Sewell's Falls when Charlie Hoit and Jack Lawler were badly injured. The engine went down the bank about 80 feet. George Smith and H. Hull, who were on the train were both injured. I was in a wreck at East Haverhill when the night express struck three freight cars opposite the siding. These cars had been blown from the siding. This was a fearful night, snowing and blowing hard. A heavy freight was following us from the summit. Joe Hooker was engineer. I went back to flag them and had just reached the edge of the woods when they hove in sight. Hooker made the stop of his life, about six car lengths from the rear of the express. I remember one dark night going down the north side of Warren Summit we struck and killed 12 sheep and Geo. Smith and myself were chosen to cut their throats with Frank Simpson's old dull knife. It was some job.

After four years of night work I was put on the day express with Conductor E. F. Mann, who was afterwards superintendent of train serv-

ice. He was a Mann by name, and a gentleman by nature, loved and respected by all who knew him.

My first trip was with Peter Hines, conductor; engineer, Frank Swasey;



CHARLIE HOIT

An old time B., C. & M. Engineer

fireman, Frank Whiteman; baggage-master, George F. Smith. Engine, Lacquia. The return trip, Conductor, Hines; engineer, West Lyons; I. F. Mooney, baggage master. About three years later the road commenced to equip the engines with air brakes; the cars with air brakes, Miller platforms and Miller couplers. The first engine to be equipped was the Carroll and one baggage car, and made their first trip on the night express, Concord to Woodsville. A few years later all the engines and cars were

equipped with air and controlled by the engineer. Since those days a brakeman's position has been a cinch.

The couplers now used between all passenger and freight cars in the

come one great success. This was at that time called the United States coupler. The only trains south of Plymouth in those days was an early train leaving Plymouth in the morning for Concord and return in the evening, called the "Shoo-fly"; later it ran through to Montreal and was called the Montreal air line express; still later the Montreal night express.

Tom Robie's train left Plymouth in the morning for Concord, returning in the afternoon; the mail train, Concord to Plymouth and return; Dave Furgerson and Sid Russ conductors.

There was only one freight daily, Woodsville to Concord. Every Monday, the cattle train, Woodsville to Watertown, Mass. Some of the old conductors were: cattle train, John Butler, Henry Mann, Manas Perkins, Al Havnes. Chet Carpenter, engineer. The through freights: O. R. Farrar, Frank Drew (was killed at Winchester, Mass.), Nat Wyatt (killed at Woodsville), George Stone (killed at North Haverhill), High Moulton (killed on the Mountain Division), George Prescott, Dan Folley, George Poor.

I remember all of the old engines. At that time our largest ones only weighed between 25 and 30 tons; today we have them 160 tons. The passenger coaches were about 33 feet long, while today they are 70 feet long. The rails at that time were 17 feet long; today they are 33 feet. When the old Mt. Washington came it weighed 40 tons.

The split switch that is now used on every railroad in the United States and Canada was invented by a poor old Irishman who worked on the section on the Whitefield and Jefferson R. R., sometime in the eighteen seventies, and was intended for an expansion rail, and was first in use as such on the curve just east of Bethlehem Junction, by Supt. W. A. Stowell in 1882 or '83. I was there and saw it in use on this curve.



I. F. MOONEY

Oldest present day conductor. See page 64

United States and Canada was first thought of and invented by Mr. Mitchell, an old man, who was watchman and cleaner in the engine house at Lancaster, N. H., some time in 1875 to 1880. I have watched him whittling the model. A company was formed with Smith & Tinkham, both of Lancaster at the head. Stock was sold and a large number of cars were equipped on the old Eastern R. R., at Boston, but for some reason it was a failure. Later it changed hands and made improvements until it has be-

During extreme hot weather the rails would spread or kink up and the switch was used as an experiment. Afterwards some one saw the idea of using it as above stated, and it has been proven one of the greatest in railroading.

Coming down Warren Summit one night there was a very heavy fog in the valley below, and the tops of the old stub trees just stuck up through the fog, and looking ship masts in a harbor. I was standing inside one of the passenger cars and I heard some one saying, "John, John, wake up, we are coming into Boston, I can see the ship masts in the harbor." The man's voice answered, "Go to sleep you big fool, we have just left Woodsville."

I forgot to say that after wood stoves came the Baker & Eastman hot water heater, then came steam direct from the engine.

The oldest conductor now living and still in the service is my brother, I. F. Mooney. Had I stayed on that division he and myself would have been the only two left. I came to the Southern division in 1885 and am still in the service.

A. J. MOONEY, Conductor.

Southern Division.

84 Federal St., Salem, Mass.

Tilton, N. H., May 5, 1919.

Friend Caswell:

Recalling some of the old B. C. & M. days, there is one which I remember very well and that is the annual meeting or as it was commonly known, stockholders' day. This meeting was called the Monday preceeding the last Tuesday in May, and it was some day. This was the day on which the stockholders received their annual dividend, (and I guess about the only dividend) a free ride.

About two weeks before the meeting an order would be issued from Mr. Dodge's office at Plymouth to the

heads of the different departments for a general cleaning up and everybody got busy. The Road department issued instructions to the section men to clean up the right of way, stations were cleaned up and everything put in good shape. On Sunday the men who were assigned to run the special trains on Monday the day of the meeting, would work all day on the engine which they were to have, cleaning and putting it in order. The engine was closely inspected, every piece of brass work was cleaned and polished so it shone like a gold piece. Everything was in perfect order before they left it. Monday morning two engines would go to Concord Hght. and one to Plymouth for the special trains. The first extra as it was called, from Concord would do the local work between Concord and Plymouth; the second would handle the stockholders and friends from points below Concord, and generally was ahead of the regular train.

Those holding several shares of stock generally remembered their friends and gave them a free ride, as there were no restrictions on loaning the stock as there is now. North of Plymouth the people came to Plymouth on the regular mail train and returned on the extra which left Plymouth about 5 p. m., and run to Woodsville. As a rule very few of these people attended the railroad meeting as most of them were out for a good time and a free ride. Around 1 o'clock the grounds around the Pemigewasset House would be covered with men, women and children eating their dinner, as many of them carried their own lunch. Some of those who held stock would ride all day between Woodsville and Boston. I remember one man in particular, who lived at Lake Village, who would start in the morning on the "Shoofly," now known as 52, and

ride until the last train at night; that was the way he collected his dividend.

My first experience with the stockholders' extra was the extra north of Plymouth. I do not remember the year, but think it was '74 or '75. I had the Chocorua, and Seth Greenleaf was the conductor, and it was the last trip he ever run as conductor. I very well remember Mr. Dodge sending for me to come to the Pemigewasset House; he met me at the head of the stairs and said in his brusque way, "Clarence, you going to run the extra to Woodsville?" I said, "Yes, sir"; he says, "Mr. Greenleaf will go as conductor but he has not run for some time and shall hold you responsible; now be very careful." I said, "alright," and left him. We left Plymouth around 5 p. m., and had one south bound train to meet. I made Jarve's track, later known as Sanborn's track, and pulled in. After we got stopped Seth put his head out of the baggage car door and said, "What you stopping here for, boy?" I said, "We have to meet a freight." "Oh! all right," he said and closed the door. As soon as the freight passed we backed out and proceeded.

Later I run the Concord extras for several years, with different conductors. One in particular I remember was with Dick Langdon. We were ready to leave Plymouth and the engine was near the old freight house. Dick came down to the engine and said "The 'old man' wants to see you." I went up to the Pemigewasset House and met Mr. Dodge on the stairs. "How late you going to be Clarence?" "About 15 minutes," I replied. "No stops between here and Laconia?" he says. "Not that I know of," says I. "Now Clarence, I want you to be very careful through the stations and over the switches, and remember you have a lot of people in your care, be careful." I said "Mr. Dodge, I suppose you want

to get this train into Concord on time, don't you?" "Hm! Hm! I will telegraph the Concord folks to wait a minute for you," was the reply. Some leeway there. Mr. Dodge would never convict himself that way, but still he wanted time made wherever possible, and it was alright as long as everything went along smoothly.

I remember of one trip on the stock train with John Butler conductor. I got the tip at Plymouth from John that Mr. Dodge was going with us so was very careful from there to Meredith. At Meredith we met Robie's train and I supposed of course Mr. Dodge would go back on that, but he did not. We made a quick run to Lake Village, stopped at the freight house, cut off and run down to woodshed. I got down to oil and looked up towards the bridge and saw Mr. Dodge and John walking down together. Mr. Dodge stopped at the freight house and John came along to the engine; I said "Gee! I thought Mr. Dodge went back from Meredith." "Well, he didn't," John said and "I guess you are in it boy." Well I was. The next day when I showed up at Lake Village, father showed me a letter from Mr. Dodge, ordering him to lay me off for ten days.

Still those were the happy days and every man was loyal to the company and each and every one felt as though they were a part of the road. How the train crews hung together! If anything happened on the trip it was every man "Johnny on the spot," to help out of the trouble to get out of it the best and quickest way possible and keep it out of headquarters. Many things occurred in those days which never reached headquarters, which today could not be kept under your hat five minutes.

I might relate some instances relative to the loyalty of the train crews of the old days, one of which appeals

to me now, and no doubt Mr. Cummings will recall it if I freshen his memory a little, and if I am right I think we two are the only ones left to recall this occurrence of many years ago. Around 1874 or '75, we were running a work train in the fall picking up old ties to be unloaded in the sheds at Bridgewater and Woodsville, later sawed and used as fuel for the engines. We had about 12 flat cars, a saloon and two or three boarding cars and lived on the train and made our headquarters at different stations along the line and on the road. At this time we were working around Wentworth and had followed the mail train north to pick up on the straight line north of Wentworth.

After cleaning up there and having a little more time to work, Mr. Cummings said we would go south of the station and pick up, so we started down the straight line at a fair clip. Unbeknown to us the section foreman, Ed. Glynn at Wentworth, after we went north had pushed a car of ties out of the siding onto crossing or near it to unload. After I whistled for the crossing at Wentworth, I stepped over to the left hand side, (the engine was backing), and noticed this car. I jumped back called for brakes, and threw her over,—too late though. We cornered the car and drove it in to clear; section men jumped and no one was hurt. The old Belknap was slightly disfigured, but still in the ring. The tank was moved a little, the coupling casting on breast beam was laid right over and bolt bent and stiff shackle bent. We managed to get into clear after awhile. Ed Glynn admitted it was his fault and wanted to fix it up and not have it reported. So he got a carpenter and we went at it; worked until nearly 2 o'clock the next morning and was ready to pull out again on time. No report was ever made and so far as I know no one out-

side of our own crew knew anything about it. As time passed, later the Belknap was taken into the shop for general repairs and the breast beam was taken off and the piece we had fitted in was discovered. One day father spoke about it, and I told him the circumstances. He had a habit of scratching the back of one hand while thinking, and did so this time, then looked at me and said, "You kept that d—m still didn't you?"

C. W. ADAMS.



GEORGE M. SMITH

One of the First B., C. & M. Telegraph Operators, now at Sanbornville, N. H.

C. E. Caswell,
Warren, N. H.
Dear Sir:

I received the two recent copies of the News for which thanks; also

your circular letter. Am glad you are to issue a book covering the history of the old B., C. & M., as it was on that road I began work and knew so many of the boys employed in the early seventies.

I commenced work in January 1871 at Woodsville as telegraph operator; Henry W. Ramsay, agent. Have been in the employ of what is now the Boston and Maine continuously since then and am No. 3 on the Portland Division Roster of Agents and Operators. Was train dispatcher here 26 years until the Northern Division was abolished and merged with the Eastern and Western Divisions.

Yours truly,
GEORGE M. SMITH.

Sanbornville, N. H.
May 18, 1919.

ing one of the passenger trains between Woodsville and Concord. John W. Buckley started as engine cleaner at Fabyans, June 25, 1879. He says Joe Prescott hired him at \$1.00 a day. He paid O. G. Barron \$4.00 a week for board, saving as much as he could of the remaining \$2.00. Three months later he made his first trip as fireman on the old Laconia, whose number was 14. This trip was Fabyans to Wing Road and return. He was handicapped for an education and that fall laid off and attended school at South Ryegate, Vt., working for his board. The following spring he went back on to the road and laid off again the next fall for the same purpose. Two years later he was promoted as engineer. This was an unusually short time for an apprentice to step on to



Railroad and River at Wentworth Today

In an article by J. Weston Lyons of Elkhart, Ind., mention is made of Little John Buckley being in a wreck over on the M. & W. road near Groton, Vt., and losing his cap back in the '70s. This same lad is a present day Boston & Maine engineer, haul-

the locomotive foot board, but Johnnie Buckley was a natural born engineer, and the road officials realized it. Some good fatherly advice from Ralph Adams always stayed with him. John Buckley "knows the road" far south as Nashua and all

the branches up this way, the Passumpsic division to Sherbrooke, P. Q., to White River Junction, St. J. & L. C., and the Montpelier Road. John Buckley certainly knows how

field, who was in the North Haverhill wreck in 1882 when a freight run back from East Haverhill, colliding with the way freight at North Haverhill, was not killed, as previously reported in this article, but was injured for life.



JOHN W. BUCKLEY

to handle a locomotive, especially in this mountain region where he was born and raised.

In another article I stated that Edgar Davison was killed at Littleton a few years ago. Since it was printed I learn this it not so. His health failed him and he went to California, and is now at Los Angeles, in Y. M. C. A. work.

Dick Bennett was well known to engineers for more than 40 years being connected with the motive department. Zack Keniston of North-

George Lyons was an engineer for the old road many years ago, a brother of J. Weston Lyons. George went to Lincoln soon after the road changed hands and run an engine for the Henry Lumber Company. Weston went out west. He now resides at Elkhart, Ind. There is a long letter from him near the close of this series of letters.

I was talking with Frank (Stub) Little the other day, and he had a whole lots of good things to say about the late Edward F. Mann. All the boys liked Ed Mann. Stub said one day he fell "between 'em" at Plymouth and got quite badly hurt. Ed came along and looked at him as he was suffering from his bruises, and said, "Better get on the express and go home, you will feel better after the ache is over." He said he came home and Ed Mann allowed his time to go on all the while he was laid up. That was but one trait of character of Mr. Mann.

Eugene Denno of Lowell, present day passenger conductor White River to Boston, was a B., C. & M. man 35 years or more ago. Then there is A. P. Davis of Concord, another old timer. Henry White of Plymouth for a few years after George Eastman died used to run "Eastman's" train. Later he went on the P. V. branch and became almost a part of that branch.

There were three Nourse boys at Lancaster: Fred, Mel and Harry. Harry Nourse began with the old road and run a baggage car for 25

years or more. Mel is an engineer and Fred Nourse has served the public in various branches. He went to work for the road as passenger brakeman in 1876 and was promoted to passenger conductor in 1880; after serving in that capacity for two years he was made station agent at Lancaster, in September 1881 where he remained for ten years, after which he returned to the train service, serving two years more as passenger conductor, after which he severed his connection with the company to take up a general insurance business which he has since followed.

me lots of good. I have had a number of the railroad men for boarders since I have been alone. I have a good many of the young runners."

Wilbur C. Gordon is another who started railroading practically under the old road. He and a number of others who went to work about the same time were always reckoned as the "old boys," although it was in the last days of the B., C. & M. they began signing the call-book. Gordon is now on a farm here in Warren. He was a good railroad man, worked in various branches of the service. He has a brother on one of the western roads.



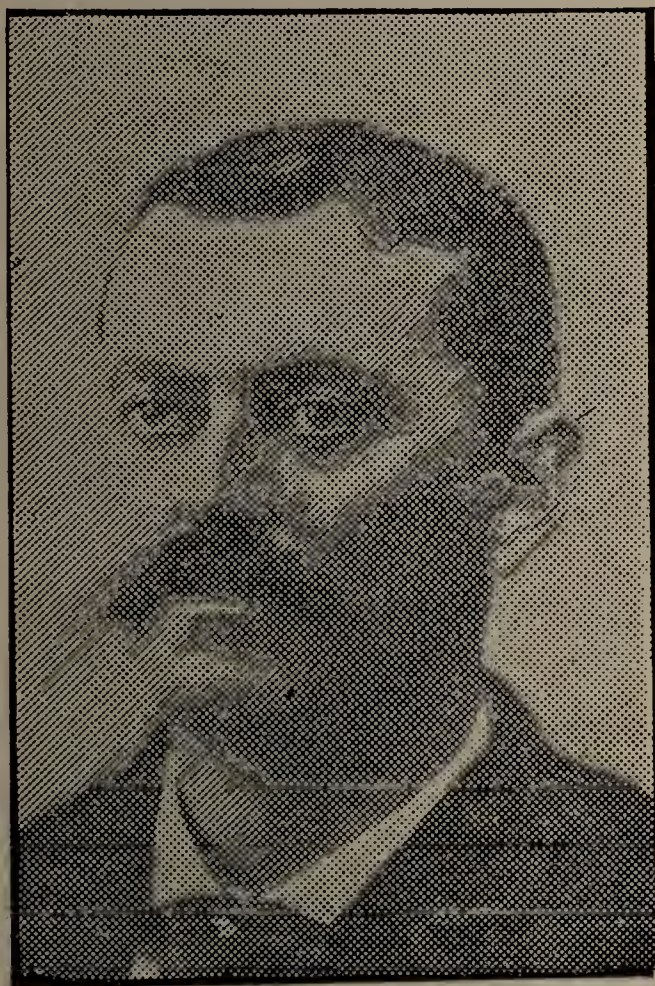
B., C. & M. TRAIN

Mrs. A. L. Smith, 21 Wall St., Concord, N. H., writes in part: "My husband was a railroad man, and if my memory serves me right, he did all his firing for Orrin Berdean. I don't think he ever fired for anyone else. He run a shifter here in Concord yard the first of his running. His first trip out on the road was April, 1887. (I came across his first train order a few days ago.) He was a spare runner his last days. He has been gone 23 years last March. When I recently looked over the list of those old time railroad men it did

Charles I. Swain, present day station agent at Meredith commenced his railroad work for the road handling wood for the old engines to eat up and throw out in smoke and cinders. A year or two later he started doing baggage work, doing spare work on the line for a number of years, after which he was station agent at Warren Summit, Rumney and for the last 14 years has been at Meredith.

Ernest R. Little is another fellow of about the same "railroad age" as Swain. Little is third track operator

at Laconia. He has done spare station work for the road off-and-on for thirty years.



J. K. CORLISS

One of the faithful engineers of the present day who started on the old road is Jep Corliss. Young Corliss went to firing an old wood burning locomotive in October, 1879. He made steam for the Boston, Concord & Montreal until July 1, 1883, when he was given an engine to run. Being naturally mechanically inclined as the years have come and gone he has taken pride in the mechanical workings of his machines and has always been recognized as a trusty and faithful employee, and today is hauling one of the fast Canadian Pacific expresses between Plymouth, N. H., and Newport, Vt. Probably there is not or never was another engineer on the road who is

a more careful driver than J. K. Corliss. Although by no means an old man in the rank of service, he is proud to know that he helped even in a small way the development of the old B., C. & M. and down through the years has been instrumental in "carrying on" up to the present day, hoping for years of continued service.

Superintendents of the road have been: Peter Clark, James N. Elkins, James M. Whiton, John T. Coffin, Joseph A. Dodge, Edward F. Mann. W. A. Stowell,

Eugene Donovan was another B., C. & M. man who has been lost track of.



FRED A. CLIFFORD

A good and faithful B., C. & M. engineer.

—Photo. by the Kimball Studio, Concord, N. H.

One extremely cold morning during the winter of 1918 engineer A. P. Lake of the paper train was fatally scalded by a safety plug blowing out of the boiler of his machine, and died a few days later. Al Lake entered the service as fireman for the old road in February, 1881 and went to running in 1888. He was highly respected by a large circle of friends, not only in railroad circles, but in his home city, Concord, and all the towns along the line through which he had run for the many years.

Henry Corliss, an old engineer, is now running a picture house at North Woodstock.

Andrew J. Pike, whose name has been mentioned, began firing in June, 1881 and got an engine to run in February, 1887. He never did much running for the B., C. & M., but is considered one of the good and faithful men of the old days.

I have been trying to get in touch with Henry Simpson, an old-time B., C. & M. man who was well known up and down the line 40 and 45 years ago. He went out west and the last I knew was at Omaha, Neb. Ed Buckley was another B., C. & M. fireman, and later became an engineer. Just where he went I am not certain.



FATHER AND SON

Sylvester Swett, one of the men who sawed wood for the road forty years and more ago. Andrew Swett, his son, a present day through freight conductor who learned railroading about that time.

As late as 1857 the company had no engine house at Concord. It always had been accommodated with room for its engines in the engine house of the Northern Road, for which a rent of \$400 per year was paid. A record made by the superintendent at that time was to the effect that, so long as such an accommodation is continued an engine house would not be needed; but should the wants of the Northern Railroad at any time render it necessary to discontinue the use of their house by this road, a new building for that purpose would be necessary. He further stated that the company owned land on which it could be built whenever necessary and the cost of a proper building with suitable fixtures, he estimated at less than \$4,750. The fire at Lake Village shops about this time badly damaged four locomotives which were in the buildings. There was an insurance on the locomotives amounting to \$9,056.33 while the loss was \$11,600.00, leaving the actual loss \$2,543.67.

The Blue Book.

Present day railroad men don't know what it was. A copy of this book lies before me on my desk. It is a book of Regulations of the Boston, Concord & Montreal Railroad, in force on and after Monday, the 3d day of April, 1854, 65 years ago. It is printed on blue linen paper with stiff board covers. A notice at the bottom of the title page says: Each person employed on the road, (except laborers on the wood and gravel trains,) is required to have a copy of these regulations with him at all times. The book of rules contains the duties of every employee of the road from superintendent down.

Rule 3 in the General Rules reads: Every person in the employment of the Company who disapproves of

these regulations, or who is not disposed to aid in carrying out each and all of them effectually is requested not to remain in the service of the Company.

Rule 11. Rudeness or incivility to passengers will be followed by the immediate dismissal of the offender from employment; as also for any profane, indecent, or abusive language used in or about the cars or stations.

Rule 13. No smoking must be allowed in or around the engine or car houses, or freight depots of the Corporation, nor in the rooms of any passenger station, or in any passenger car; nor must passengers be permitted to stand on the platforms while the cars are in motion.

Rule 16. No person known to be in the habit of using ardent spirits or violent or abusive language will be retained in the employment of the Company.

Rule 22 of the Motive Power Department says: No engine must be sent out of the engine house or shops for the employment on the road, unless the time table then in force, is furnished to the engineer, and instructions in writing from the superintendent of motive power to the engineer, for his guidance, and the engineer shall give a written receipt for the same, on a copy which shall be retained by the superintendent of motive power.

Rule 36 to Section Men says: Each section must be kept in complete running order by the men employed upon it; and every part of it MUST be inspected daily, before the first train of cars passes over it.

Rule 50 to Station Agents I notice says in part: It will be the duty of each Station Agent to see that no cars leave his station, unless they are properly swept and cleaned out, and washed out in all cases when they cannot be sufficiently cleaned by sweeping.

Rule 54 in part was: Each Station Agent must return at the close of each month by the Conductor of the passenger trains, to the Master of Transportation's office, the money received for freight during the month.

Rule 58. Passengers are not allowed to ride on the freight trains of the road, and Station Agents will not permit any person to get upon freight trains at the stations, except in the following cases when freight Passes may be sold at regular fares, viz: Station Agents may sell freight Passes, at regular fares, to the following persons, and to no others, viz,—to persons actually engaged in getting out freight to go over the road; to physicians in attendance on sick persons; to the sheriffs of Merrimack, Belknap and Grafton counties. Each ticket must be marked with the amount received therefor.

Rule 72 to Engineers. The Engineer must not start his train until he has the signal from the Conductor, nor until the bell has been first rung.

Rule 77. Although the Conductor has charge of the train, the Engineer will be held responsible for running at any unnecessary risk, or without taking all prescribed precautions; and for violations of the rules of the road, even if the same are ordered by the Conductor.

Rule 79. When a Conductor is disabled, the Engineer will be held responsible for the safety of the train until a person duly authorized can take charge of it.

Rule 80. Engineers will be careful not to approach stopping places, or signals, at a rate of speed that will require them to whistle for the brakes. It is desirable that the signal whistle should be used as seldom as possible except for obstructions on the track, as too frequent use impairs its value as a signal of danger.

Rule 84. Conductors will notify Station Agents of the following trains, when his engine carries a

flag; will check the Engineer if running too fast, and will require him to conform his running to the time table or slower if the track requires diminished speed.

Rule 95. The Conductor of the Up Mail Train must compare and report the correct time to all Station Agents daily.

The time kept in the Concord Railroad Passenger Depot was the standard time, which the conductors and engineers must observe daily.

Rule 102, as to Running of Trains: Conductors of Freight Trains must not allow the train at any time to stand upon public road-crossings, so as to prevent free passage to travelers, not under any circumstances, more than five minutes at any one time, as per law of the State.

Rule 104. No train must be run in the dark without a good light on the front of the engine.

Rule 109. No following train will be allowed to leave or pass any passenger station nearer than 15 minutes of the preceding train. Conductors and engineers will be held equally responsible to observe the 15 minute rule.

Rule 111. Section men must pass over the road every morning before any train, and in case of violent rains, must be stationed at dangerous points at the time trains pass, whether by day or by night.

Rule 114. No engine or extra train will be allowed to be run upon the road without order of Superintendent of motive power, and notice being given to Station and Section Men.

Rule 128, one of the free pass rules: In case of manifest poverty or inability to pay, Conductors can exercise their discretion in allowing a pass free.

I have recently had sent in some very interesting pictures of old Boston, Concord & Montreal engines, train crews, wrecks, etc. Most of

these pictures were made 30 or 40 years ago, and are quite badly faded, so much that it would be impossible to produce them in these pages. One in particular is the B., C. & M. engine Mt. Washington. The "Mount" as she was known was the first ten wheel locomotive ever in New England and was a wonder of her day. She was numbered 29. In the group is shown the train crew: Geo. Ferguson, engineer; Fred Whiting, fireman; Joe Prescott, conductor; Harvey Dexter, brakeman. The picture was made at the Base of Mt. Washington the first summer the road was opened.

Another picture is the Littleton, No. 11 standing in Woodsville yard showing Mt. Gardner in the background. Her tender is piled high with wood which would be sufficient to last the average family six months. Another picture is of the first passenger train to the Base of Mt. Washington, taken in front of the Fabyan House. Then next is a three-car passenger train ready to leave Fabyans. Attached to the train is the Winnepesaukee, No. 7, with John Boynton, engineer and Fred Whiting fireman. This picture was made about 40 years ago.

Two other interesting pictures are taken on Wells River bridge; one of a three car train taken 47 years ago, and another of the Canadian Pacific express of the present day. The old locomotive in the picture is the Peter Clark.

Another photograph is a one-car train on the Whitefield & Jefferson. This road later came in the hands of the old B., C & M. The engine in this picture shows the Waumbek, No. 3, made 34 years ago. There was another locomotive, Star King, owned by the W. & J. road. This engine blew up at Belmont, and was afterwards renamed the Belmont.

I very much regret that a picture of the old Winnepesaukee, No. 7, is so faded as to be useless from which to make a plate for this history. This picture was sent in by Frank Lougee in hopes it could be used. George Hutchins sends a picture of two engines standing on Wells River bridge 44 years ago. Frank Lougee sent an old picture of the first Peter Clark, which is reproduced here and speaks for itself. The name is just beneath the stack near the front of the boiler. This machine is one of the first passenger engines the road owned and in her day was a marvel.

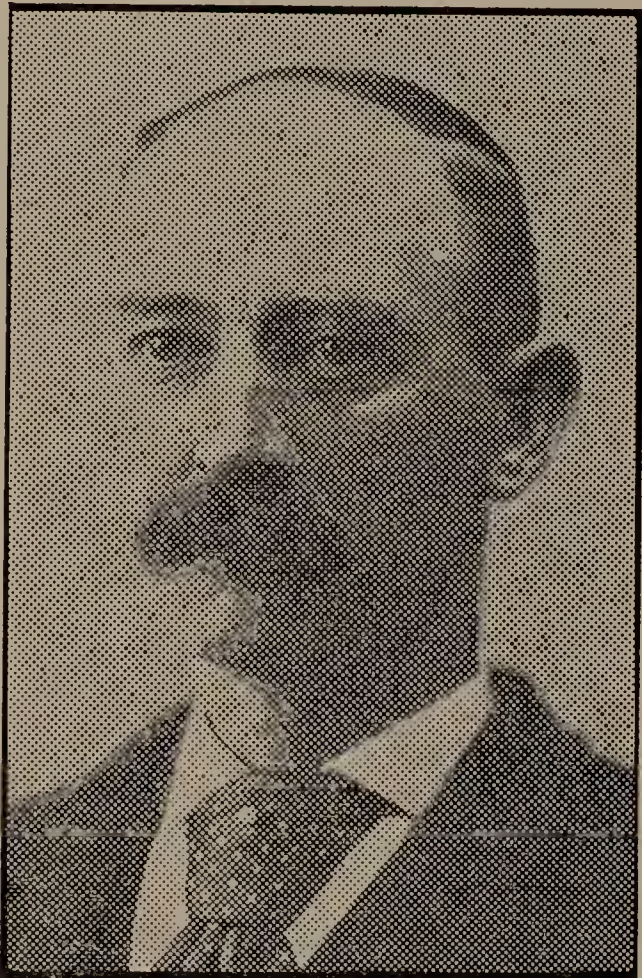
One of the last engines the old road bought was the Haverhill. The Concord & Montreal sent her to the shop for an overhauling and she blew up on her trail trip in Nashua yard. Before me is a picture of her in a wrecked condition. The shell is about half demolished from her boiler, the stack and headlight gone and she is generally broken up. Engineer Fred Clifford was running her at the time of the explosion. He was quite badly injured and his hearing impaired, from which he never fully recovered. His fireman was badly scalded and jumped into the man-hole in the tank to cool his burns and relieve his excruciating pains.

Lakeport, N. H., May 16, 1919.

Mr. Caswell:

With pleasure I give you some of the dates regarding Mr. Ferguson while employed by the old Boston, Concord & Montreal and later the other roads. Mr. Ferguson went to work and learned the machinist trade and did spare firing; then after two years ran spare as engineer for a while, after which he went to the Fabyans and run the engine between Fabyans and the Base of Mt. Washington for three successive summers, and the fourth year he had the engine to

the Base and as conductor up the mountain if I remember correctly four summers; after which he was ap-



GEO. A. FERGUSON

pointed assistant Master Mechanic of the B., C. & M. in April, 1881. Appointed Master Mechanic of the White Mountain Division of the B. & L., Sept. 1884; C. & M., June 1, 1889. After the Boston & Maine leased the B., C. & M. he was transferred to Springfield, Mass. After six months he resigned to accept a position as foreman on the New York Central, with headquarters at Depew, N. Y. After four years he was transferred to Boston, as foreman of four engine houses.

After a few years he resigned on account of poor health. He later accepted the position as superintendent

of a building in Pemberton Square, Boston. After four years there, he moved to Lakeport, and lived the short time of one year and two months, passing away June 11, 1916. I hope this will be of some help to you. It is all I can remember.

Mrs. Geo. A. Ferguson.

Rob Carr of Andover succeeded Mr. Cummings as wood agent for a few years and up to the changing from wood to coal.

Several who worked for the old road and have not come in for mention up to this time were F. E. Hayward, telegraph operator, (now at Laconia); Ed Buckley, fireman and later engineer; John Colby, fireman; Ernest Little, now third trick operator at Laconia; Ed Large, through freight conductor at the present day; Frank Keysar, a present day passenger conductor. Keysar has represented the town of Haverhill several sessions in the legislature and one term in the senate; Charles I. Swain, who started handling wood for the old locomotives and is now station agent at Meredith. Then there was George Billings, who was agent at Haverhill and later Rumney; Henry Herbert, 15 years agent at Rumney; Victor Heath, an old time freight conductor; Charles Whitney, fireman in the 80s; Clarence Caswell, telegraph operator.

There was one jolly old time passenger conductor who always had a pleasant word and cheerful smile for everybody; and was unusually successful in quieting "ugly men" on the train. This saintly old knight of the punch should have been a sister of charity or Salvation Army worker rather than in the vocation he followed for so many years. There was one man living at Meredith Village who used to go down to Meredith Bridge (Laconia) every few days and

get drunk on purpose to kick up a row on the train going up. He had cleaned out several of the conductors and this night the saintly old conductor saw him and knew he was in for a row. In telling of the circumstance the conductor said, "He looked as though he had a hot box when he saw me coming in the door and grated his teeth. He was full, boiling over, and expected to fight all the way to Meredith Village, where he lived, and get off without paying. I went up to him and sat down beside him, and asked him if he had a good time today, and then I pulled out some picture cards that I got in a store, and I said, 'Here, Pat, take these pictures to your little girl at home, and tell her, as she meets you at the door, and throws her arms around your neck, and kisses you, and says she is glad you came home sober, and that she loves you, and that you are the dearest papa in the world, tell her that I sent them to her, with a kiss.' Well, you wouldn't believe it, but before I got half through talking about his little girl, the big tears came to his eyes, and rolled down his red face, and he took them and thanked me in a choking voice, and said as he pulled out a five dollar bill, 'Take my fare out of this, and God bless you.' I'll bet that rough fellow's heart was touched, because when he got off he was sober, and was wiping his eyes on his coat sleeve, and he pointed right straight for home. Oh, a man can get in his Christian work on a railroad train if he wants to." This good old conductor has long since passed to his reward and his works do follow him.

A story is told of a fellow at Meredith Bridge back in the 60's, going to the station and enquiring the fare to Littleton. "Three dollars," replied the station agent.

"An' what d'ye charge for a pig or cow?"

"Two dollars for a pig, and six dollars for a cow."

"Well," directed the fellow, "book me as a pig."

One summer afternoon about 37 years ago, a way freight was sliding down the hill between Warren Summit and East Haverhill and went into a drove of cattle which had gotten out of a pasture and onto the track. Five oxen were killed. The animals were not badly bruised so but what most of the meat was dressed and sent to market. I remember helping dress the cetaures, and coming home at 11 o'clock at night on a hand car. The old Moosilauke was on the freight that afternoon.

Speaking of cattle being killed by trains brings to mind what someone wrote, as I have heard said, on the door of a "buggy."

No words were spoken when they met,

By either—sad or gay;
And yet one badly smitten was,

'Twas mentioned the next day.
They met by chance this autumn eve,
With neither glance nor bow;
They often come together so—
A freight train and a cow.

Warren, N. H., May 16, 1919.

My dear Caswell:

For almost twenty years my father, Obediah G. Smith sawed wood for the old B., C. & M. His first job was at Plymouth where he lived at the time. The company had a hundred cords of wood landed in front of the Pemigewasset House which he sawed with an old tread horse power. He did the work so quickly and satisfactorily that Mr. Dodge soon after sent for him to come to his office, and asked if he would like the contract to saw all the wood for the road. Father being but a lad and just starting out in life jumped at the chance. Road carpenters took an old box car, fitted some

windows in the sides, some bunks and a stove were placed in it, and a few days later my father loaded his old tread mill and two "skates," along with some camp duffle and securing some boys from the town they left Plymouth one morning attached to the way freight. The natives remarked, "there goes Smith's menagerie." The crew lived in the car on sidings at various woodsheds and sawed wood under difficulties; finally two more better horses were bought, and as cold weather came on other cars were added. A Grey horsepower was another purchase and he began to prosper. In a year or so the old horse power was discarded for a hot air compression engine; the exhaust could be heard two miles away, the boiler being scarcely larger than a barrel with a six foot balance wheel. Later the Baxter engine took the place of this contraption. For almost twenty years my father kept up this pace, helping to develop this section of the state in the way he did. The road furnished him several boarding cars, which I can remember were painted light green with gold letters a foot high running the entire length of the sides, reading, O. G. Smith's Boarding Car. The family or living car was fitted out with conveniences of home life, and the cars were moved from one town to another and the family or "crew" (there were three crews) made many pleasant friends in the various neighborhoods from Concord to Groveton. I was a little boy along the last of the wood-sawing days, and you can imagine what such a life (on the rail) of enjoyment or novelty meant to a boy. I would only like to live the days over again.

Sincerely,

Geo. E. Smith

The section men of early times were furnished with hand-cars, or belt-cars. This was a small con-

traption about four foot square having 12 inch wheels, propelled by two large cranks which turned a 30 inch pulley over which run a 6 inch leather or rubber belt down to an 8 inch pulley on one of the axles beneath the car. Later a heavy hand-car was adopted with 30 inch wheels, a seat across each end on which four or six men could ride down the hills and the cars were propelled up the hills by four men. This car weighed about half a ton, and was propelled by gears, a large gear wheel meshing into a smaller gear on one of the axles. There was a "bonnet" or "hood" over the gears. The cranks had about a four foot sweep. These cars were painted bright red.

Up to sometime in the early 80's whenever a corpse was transported on a train the casket or box had to be placed on the platform of the baggage car; a corpse was not allowed in the car. Mr. Lougee tells in a letter elsewhere of a casket being roughly handled at the time of the Sewell's Falls wreck in 1878.

Here is a seniority list of engineers who were working in January, 1908, who started firing for the old road which was taken over by the Boston & Lowell in 1884, showing when they were promoted to engineers, as well as the year in which they started firing. Most of them were employed by the railroad previous to the time when they started firing.

First date, entered service as fireman; second date, promotion.

Wm. R. Kimball, Jan. 1865, May 1869.
O. D. Bailey, Apr. 1868, Oct 1871.
F. A. Clifford, Apr. 1869, June 1872.
F. H. Burleigh, June 1871, June 1874.
G. E. Hutchins, June 1866, Sept. 1874.
Milo H. Annis, June 1872, Apr. 1876.
James Badger, 1870, June 1878.
F. S. Whiting, May 1872, Aug. 1879.
J. H. Lawler, June 1874, Aug. 1880.
G. D. Pebbles, July 1876, Aug. 1880.
J. W. Buckley, Sept. 1879, Feb. 1882.

C. L. Cummings, July 1876, June 1882.
 J. K. Corliss, Oct. 1879, July 1883.
 G. H. Tewksbury, Dec. 1880, Feb. 1885.
 Edw. F. Hoit, Jan. 1881, Feb. 1885.
 H. G. Corliss, Feb. 1881, Aug. 1886.
 F. C. Gale, June 1882, Oct. 1886.
 Edward Bowler, July 1882, Feb. 1887.
 E. F. Lake, Feb. 1880, Apr. 1887.
 F. E. Sargent, Aug. 1880, June 1887.
 A. G. Webster, Apr. 1882, June 1887.
 A. J. Pike, June 1882, June 1887.
 A. P. Lake, Feb. 1881, Jan. 1888.
 Elmer Cross, Apr. 1883, Feb. 1888.
 J. A. Harris, May 1883, Feb. 1888.
 Edw. M. Buckley, Oct. 1884, Feb. 1888.
 F. C. Danforth, June 1884, June 1889.
 J. E. Burkett, Sept. 1880, June 1889.
 Geo. M. Spaulding, June 1884, May 1890.

Fred Mann of Woodsville has been very kind in loaning me some pictures of the wreck at Fogg's hill in 1882, a write-up of which appears elsewhere. It is regretted too, that these pictures are faded, therefore will not be used in this article.

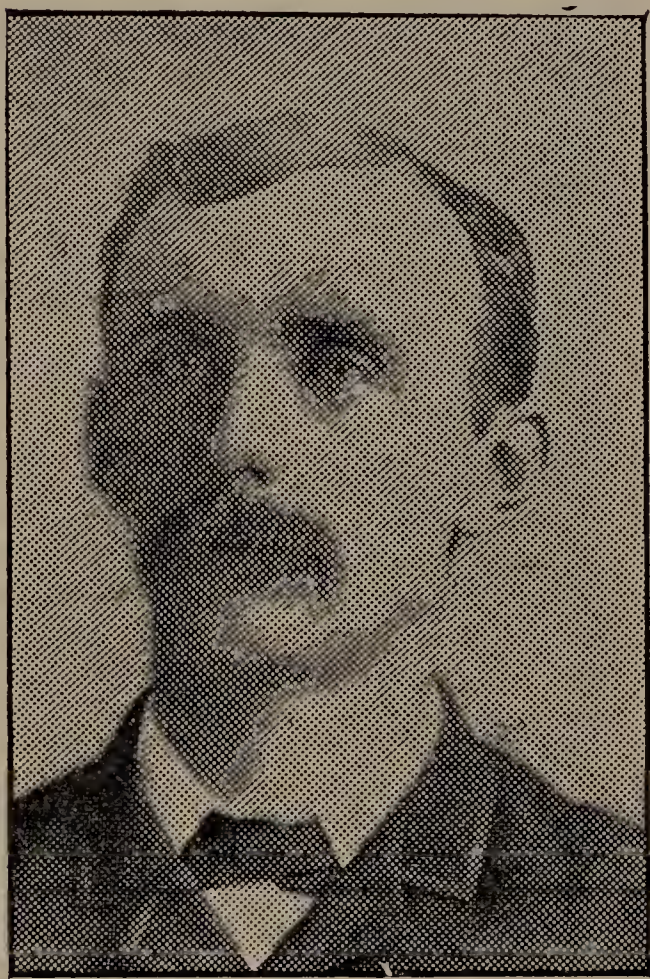
Friend Caswell:

With your permission I would like to add a few words to what is being said about old times on the Boston, Concord & Montreal. To start with I would say when my mother was a young lady she used to work at the old Pemigewasset House, Plymouth. Benjamin Brown, my grandfather, lived where Mr. Wright now lives, just south of Rumney railroad yard. At that time there boarded at the old "Pemmy," such railroad men as Seth Greenleaf, a passenger conductor, Ike Sanborn, an engineer. One of the Irish girls who worked there with my mother used to say to Ike Sanborn, "Isaac, will you tak you machine and carry us girls up to Mr. Brewn's?" which he often used to do. There

were many other interesting circumstances and anecdotes I have heard my mother tell of which would be interesting if I could recall them.

Speaking of that Christian man, Uncle John Marsh who used to run a gravel train from West Rumney gravel pit in the fall of 1881 which was 39 years ago. I remember it, because it was that year my father died, and I was working for Uncle John on the gravel train. We youngsters in those days always called him "Uncle John." Often when we were sidetracked waiting for some train to pass Uncle John would gather the boys one side on the grass and expound the scriptures to us; and I want to tell you it did a lots of us lasting good. One day in particular I remeber of his telling us of his faith in the keeping power of God. Near as I can remember it one day Uncle John was taking a heavy freight out of Concord. The rails were wet as it was during a heavy rain, and when the train got to Plymouth or Lake Village, I don't just remember which they hooked on another engine to help the train over Warren Summit. When they hitched up someone told the engineer of the helper that he never would run that train up Warren Summit. He replied, "I will run it up the hill or run it to Hell." Uncle John heard him and felt sorry for a person who would use such language. He climbed into the cab and before the fire box door knelt and prayed to God to take care of him if anything happened or went wrong with the train, and to keep him from accident and spare his life. Soon the train proceeded on its way. A few miles north it encountered water on the track in a number of places, and still a few miles farther on the roadbed was soft from the heavy rains, but when the train got almost to Wentworth depot both engines went off the track into the water. The train crew

saved their lives by jumping. Uncle John was last to leave his post of duty and jumped into mid-air from the gangway of his engine almost the instant she pitched over in a mass of wreckage. The current was so swift his body was sucked under the wreckage, passing under the track to the opposite side, carried on quite a



W. F. TRUE

Nearly Forty Years Station Agent at
East Haverhill

ways down the stream where he grasped some alder bushes and pulled himself to safety. He then and there thanked the Lord for a safe deliverance from a watery grave. This incident I can remember made an impression on we boys.

I remember a circumstance of that same summer when we were carrying

gravel from the West Rumney pit to a fill at the end of Jarve Sanborn's side track at Loon Pond. There was a decline from the main line and a little farther on up the siding an incline. We were going in with a trainload of grade and the engineer could not get over the bunch. After trying a number of times without any success, Uncle John came over the train and asked if he might take the throttle, which he was permitted to do. He backed the train down to the main line and told us boys to stand by the brakes and when he whistled to put them up quick and hard. The train started and Uncle John put the outfit up over towards Loon Lake like a veteran. The whistle sounded and we boys did the rest. Uncle John certainly was a good man.

Respectfully,

John O. Rollins.

Wentworth, N. H., May 20, 1919.

Concord, N. H.,

May 18, 1919.

Friend Caswell:

Well do I remember the engines on the old B. C. & M. and could tell many by the the sound of the whistle, and the men that ran them by the way that they sounded the whistle. I see that you speak of Uncle John Marsh on one engine at the washout at Wentworth. Mr. Bailey was the engineer on the second engine and when asked what he was doing when he went into the washout, he answered that he was looking out for Bailey's big ears. In regard to section foremen, Josiah Hardy went to work on the East Concord section and after working about a year was promoted to foreman and Uncle John Marsh worked for him. Then Mr. Hardy was sent up to Ashland section and Mr. Marsh had the East Concord section. After a time. Mr. Hardy was taken from the Ashland section to Haverhill and from the Haverhill section to North Haverhill section, or Blackmount as now called.

When I was a boy he had A. Bowen as second hand, and a man by the name of Wetherbee as third hand. Ezra Witherby of North Haverhill worked one or two summers and Arthur Carr now a conductor on the B. & M. worked one summer. What would the section think today if they had to get up at midnight and walk from Blackmount to Woodsville before the first train south out of Woodsville as they did then? I well remember the wreck at North Haverhill 38 years ago. That morning was father's turn over the road and he came back from Woodsville on the way freight and I was up and most over to the depot to meet him. I saw by the paper that Mr. Stone and his brakeman were both killed but the brakeman was only badly hurt and is still living, for I was talking with him only a few years ago at Lakeport. Mr. Hardy worked for the old B. C. & M. 30 years, then retired and went to farming but has since passed on. A. Bowen, his second hand went barefooted summers with a piece of sole leather fastened on his right foot to use on a shovel.

Yours truly,

Charles E. Hardy,

42 Beacon Street, Concord, N. H.

Tilton, N. H.

Friend Caswell:

To one who has not seen and followed the improvements on a locomotive for the past 50 years one could hardly believe it possible and to many of the present day the stories of the old days of railroading will read like fairy tales.

The word locomotive was seldom used 40 or 50 years ago and they were known simply as an engine. Inspirators, injectors, air brakes, Miller Hooks, automatic couplers and many other things were unknown; despatchers were also unknown. The engines were equipped with two plunger pumps, one on each side, the plunger being connected with cross head by

what was known as a yoke and it was only possible to put water into the boiler when the engine was moving. When running, the flow of water was gauged by a valve in the bottom of the tank controlled by a handle on top of the tank. After the engineer got used to the ways of the engine he would put one or more prick punch marks on the rod and after that always set it on one of those marks and vary it according to the working of the engine. There was what was called a "pet cock" which was screwed into the pumps above the top valves, this was used to let the air out when the pump was started and also to see if pump was working good. Incidentally it was often used to wet us boys with if we got too close to the track. Later came the "lazy cock" which every man thought (and it was) a great improvement and were anxious to have it. This consisted of a valve brazed to the end of the supply pipe and connected by a rod on to a quadrant attached to the boiler butt with a handle which the driver could handle without getting off the seat. At the time I commenced glass water gauges were unknown, and we had to run by the gauge cocks; there were four of those, and the rule was to pump so as to have enough water in the boiler so it would just show in the top gauge; this could not always be done, especially if the engine was steaming hard; in that case you had to "baby" her and many times close the valve and run the water as low as possible in order to have steam to make the hill. After making the hill open the valve wide and pump all the way down the hill. When we were to meet another train at some station we always planned to have the boiler as full as possible before setting off as there was no knowing how long we would have to wait and there was no way of putting water into boiler after the engine stopped. The first injector we had was the "Mack," then came

the Hancock Inspirator, but it was some years before the old engines were all equipped with them and the old pumps were done away with. Usually they would have one pump on the left side; the injector on the right. There was no shutting the cylinder cocks from the cab as now; after the engine had run slowly two or three rods the fireman would drop off run forward, close them on one side, cross track ahead of engine and close them on that side and then climb on, and we were off. If setting on siding for any length of time they were always opened and closed again after pulling out on main line and always when putting engine in house.

There were no self feeding oil cups on steam chests. This was done by the fireman taking a can, going out on running board and turning a lot of oil into the cups, let it run in and close cup, pass around the front end, oil that side and back into cab; this was done about every 20 miles and when coasting down the hills and always going into a terminal station. It was some ticklish job if going 30 or more miles an hour and more especially in the winter when the running board was covered with ice and snow and the wind blowing a gale and many a night I have had to go around the front end on my hands and knees. Later a pipe was run through the hand rail cementing with a pipe into top of steam chest with the oil cup in the cab. This was sure some improvement and the danger of traveling outside overcome.

Then came the Dreyfus self-oiler. This was a large cup placed on the steam chest and would hold about a quart of oil and would run about a hundred miles with one filling. Then came the lubricators which are now in use. Firing with wood in the old days was not always a picnic and there was hardly a man but what had the trade mark on his hands and some of them carried it to their graves.

This mark was on the fingers and was caused by catching the fingers between the end of a stick of wood and the fire box door and badly crushing the end of the finger.

Sometimes they would only loose the nail and be all right in a short time, but I have known of instances where the end of a finger or thumb was so badly crushed it had to be amputated.

With good wood and a good steamer it was a pleasure to run, but with poor wood which we got more often than good, it was altogether different and we had to figure all ways to make time, and at that often had to wait at stations and blow up steam as it was called.

I well remember one time on the mail in 1876 of sitting at Wentworth 40 minutes blowing up. We had a load of old tires out of Plymouth and they were from the bottom of the shed at Bridgewater and were full of water; we managed to get to Warren with just steam enough to get to the wood shed and got enough dry wood to get over the hill. George V. Moulton was conductor and no doubt will recall the time.

Braking by hand on a passenger train and making good stops was some stunt with 3 or 4 cars. The baggage master would handle the baggage car brake, the brakeman the two rear brakes the engineer would always shut off steam at a certain point and then it was up to the brakeman to do the rest. Baggage master would set his brake fairly well, brakeman would set one on next to rear car, step across to the other one and take up the slack, train gradually slowing down; when near the platform the brakeman would lay onto the rear brake, baggage master take another turn and the stop was made and they seldom ran by.

Signals by bell cords were seldom given and it was only used as an emergency or "stop at once." For station stops there was a target on the

opposite side of each end of the passenger cars and this was used as a signal to stop at flag stations and was thrown out by the conductor or brakeman and always on the engineer's side and after stop was made it was tipped back into place out of sight. E. F. Mann as baggage master and James C. Badger as brakeman were the "king pins" in making stops with the hand brakes in those days.

C. W. Adams.

Ex-Mayor Hutchins of Berlin adds one more to his several other already interesting letters. I am glad Mr. Hutchins sent this bit of information as it is just what I wanted. In one of the annual reports of the directories of the old road there was mention made of heavy losses sustained from high water in 1869, but up to now nothing definite could be ascertained as to the extent of the several washouts.

Berlin, N. H.
May 18, 1919.

C. E. Caswell:

I have not as yet seen any account of the great flood in Oct. 1869.

It began raining Sunday morning, rained all day Sunday, that night and Monday. I was firing the mail train at the time; left Woodsville Monday morning on time; George A. Furgurson was engineer; Sid Russ, conductor; we found water running over track in places all the way down to Laconia. I would get off and wade through ahead of the engine to see if the track was safe. When we got to the bridge south of Winnisquam we found it down against the fence. We started right back. When we reached Durkee Sands, found 60 feet of track washed out, stayed there that night. I watched the engine: Peter Hinds watched train; next day the track was repaired so we got back to Lake Village. Next morning I was

promoted to engineer; went down with men to the brook south of Union bridge (now East Tilton,) where the track was washed out; there was another washout south of Sanbornton; another at Bryant's brook, between Northfield and Canterbury; dump all washed out about fifty feet deep and two hundred feet across; another at Cold Brook south of Canterbury about the same size; another at Burnham's Brook south of North Concord (now Boyce), fifty feet deep and a hundred and fifty or two hundred feet across; track was washed badly between East Concord and Concord.

There were no trains run below Tilton for about four weeks; transferred across from Tilton to Franklin by teams.

The Connecticut River through Haverhill and Newbury was one great lake and was filled with corn and pumpkins. The road between Woodsville and Littleton was washed badly in places.

I think it was the greatest damage by water in the history of the B. C. & M.

Yours truly,
George E. Hutchins.

431½ South Main St.
Elkhart, Ind.

Mr. C. E. Caswell:

Dear Sir:—So you thought that I had gone to the happy hunting grounds, but not yet. If you are the son of Ed. Caswell, then I knew your father well. He and I roomed together and boarded at the old maid's at Woodsville. He worked for Baxter Kimball, who was road master then. Your father could tell you a lot about my work on the railroad. The last I knew of him he was station agent at Warren Summit.

You wish me to write of my experience on the B. C. & M. I will try to do so, or some of it.

In the spring of '63 I went to work on the section. I was sixteen years old. In the fall I ran the stationary engine at Woodsville and sawed wood for five engines and fired the McDuffee over the hill (Warren Summit.) I did that for two months, then Ike Sanborn's fireman enlisted in the war and Henry Ramsey, then station agent at Woodsville, put me to firing for Ike Sanborn who was running the Mail train between Littleton and Woodsville. With Mountain Maid both Mail and freight, four trips a day. I did all of my firing for him and George Eaton who ran the McDuffee then.

In the fall of '64, Ike Sanborn laid off and I run his engine. When he came back I fired for him until he laid off again in the spring of '65, then I run the engine until he came back, then fired for him when not running extra out of Woodsville.

In '66 I was sent to Lake Village to run extra from there. In the summer of '67 I run the Mountain Maid from Plymouth to Littleton and return. Will Moore fired for me; it was his first firing. Dave Furgerson conductor. Ike Sanborn took the Peter Clark and my brother George fired for him, while I was running the summer train. In the fall I run the Mountain Maid and hauled the gravel train between Woodsville and Plymouth. In the winter Ike Sanborn got me the chance to fire for him again as I wished to be in Littleton until the summer train was put on again. He laid off a part of the winter and brother George Lyons fired for me. It was the last firing I did.

In the summer of '68 I run the Mountain Maid and hauled the train between Plymouth and Littleton. George Eastman conductor, Peter Hines brakeman and baggage master, Rufe Huckins fireman. It was called Eastman's train. In the fall and winter I run the freight from Woodsville to Lake Village. In the sum-

mer of '69 I hauled the Eastman train again, Orrin Bailey fireman. The extension from Littleton to Whitefield line started in '69 and after the two first bridges were built I took the Mountain Maid and pushed the work train with rails and ties until we got to where the three mile bridge was to be built. John Butler conductor. I helped to build that bridge with the engine. The bridge builders were doing the work by hand. I told them to hitch a rope to the engine and I would haul the girders and stringers into place, and they did so. After that bridge was done I had the engine Laconia to run the work train to Whitefield line. I run the freight from Woodsville to Whitefield, after the road was built to that place, and return. I had engine Peter Clark, Charlie Hoyt fireman, Ezra Mann conductor.

When the freight went to Lancaster I hauled it with the Paugus. Martin Perkins fired, Ezra Mann conductor. I cannot give dates.

George Lyons was running the Granite State with work train; when he got through with that he took the Paugus and hauled the freight and I went back on my old train, the freight, with the engine Ammonoosuc. I kept that run a number of years. Then I hauled the Mail train one summer from Woodsville to Concord with the Coos.

When the Montpelier and Wells River railroad extended to Groton I run the first passenger train, a special, from Woodsville to Groton with the Coos one evening. Henry Ramsay, who was station agent at Woodsville, conducted the train, Billy Woodbury fireman. Part of one winter after the extension was laid from the Fabyans to Lunenburg, I ran the Lancaster and hauled a passenger train for the P. and O. road. Jack Lawler fired, George Eastman conductor. We were there part of one winter, the rest of the winter I had the Lancas-

ter with the snowplow out of Woodsville. Baxter Kimball road master. Jack Lawler fired part of the time George Ramsay a part. My conductors at different times on freights between Woodsville and Lake Village were Manus Perkins, Chet. Carpenter, High Moulton, Henry Mann. Conductors on opposite freight O. R. Farrar, Frank Butler, George Moulton, Engineer Ossie Berdeen.

My firemen were Martin Perkins, Billy Woodbury, Orrin Bailey.

When I was given the Mail train between Woodsville and Concord, I run engine Northumberland, Milo Annis fired, then Billy Woodbury, Fred Whiting and probably more.

George Moulton conducted the train from Lancaster to Plymouth, and Sid Russ conducted from Plymouth to Concord and back. George Randall run the engine for the train opposite mine, when I left the B. C. & M. R. R. and came to Elkhart, Ind., in 1881.

I hauled other trains, the White Mountain express for one, from Concord to Woodsville and brother George took it from there up to Lancaster or the Fabyans. I do not remember. I ran a special, just an engine, to carry Henry Ward Beecher to the Twin Mountain house. He got left at Concord. He was conducting meetings at the mountains that summer. I

took an excursion train there from Woodsville, one Sunday to hear him preach. (I was on that train going to Fabyans House to hear and see the noted evangelist.—Caswell.)

While I was on that railroad I run every engine that they had then and every kind of train from the work train to the superintendent's train.

Master Mechanic George Stevens set me to running an engine. Ralph Adams took his place after he left.

George Lyons was sent with engine Marshfield over on the Montpelier road loading wood and bark. He was pushing a loaded train and the

rails spread and cars and engine went over the dump into the river. He and his fireman, Curt Chamberlain, jumped. George got one arm broken. Little John Buckley was on the engine and took a ride to the river. He lost his cap on the way and when they took him off the engine he asked for it. He is an engineer now on the Mail train from Woodsville to Concord, or was when I was in New Hampshire a few years ago. Jack Lawler run the train opposite him.

I had other firemen and conductors than those I have named. Brother Charlie fired on that road awhile. I do not remember who for.

James W. Foster of Bath, has sent the Warren News to me and I enjoy reading about the old timers.

I wish you success with your book about them.

Yours sincerely,

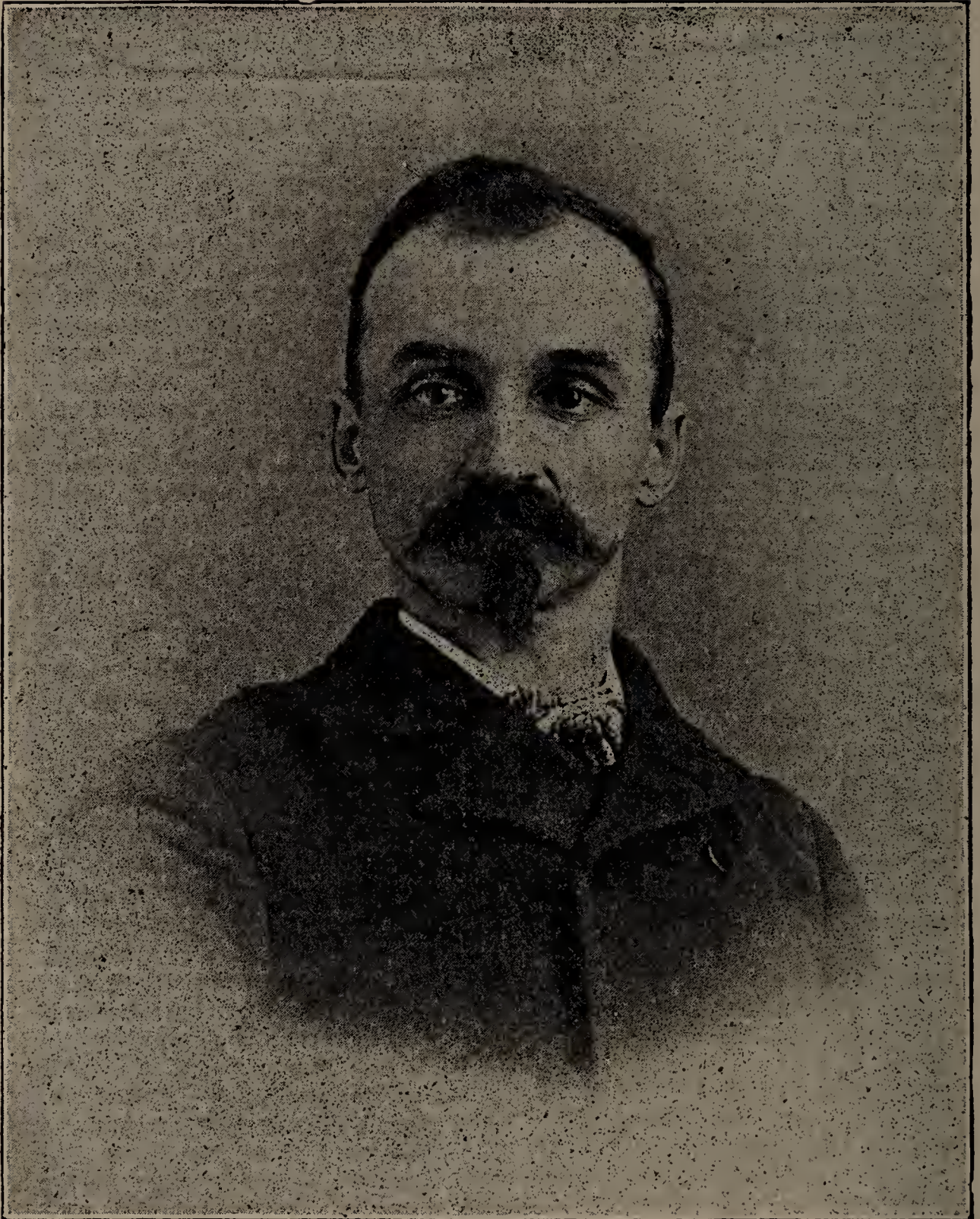
J. Weston Lyons.

Below is a letter from George F. Plummer, postmaster at Ashland, N. H. Mr. Plummer put in twenty-five years at station work on the old B. C. & M., and was anxious to see mention made of some of the old time station agents.

Friend Caswell:

I have greatly enjoyed reading the articles you have published regarding early days on the B. C. & M.

Possibly it might be well to mention in your pamphlet that J. A. Dodge was the first station agent. As the road was built from Concord north, Mr. Dodge moved north with the road and as each station was opened, he would take charge of it and stay until a man had been hired, and broken in to do the work, when Mr. Dodge would then move on to the next town and repeat the process. Some of the men entering the station service in those early days remained



NED T. CASWELL

For thirty years connected with the road in various branches.

Born at Haverhill, 1845

Died at Warren, 1915

many years and were men of note in their communities.

Among these were Curt Leavitt of Laconia, Beede of Meredith, Colby of Plymouth, Harris of Ashland and Riley Swain at West Rumney, whose annual sugar parties are still remembered and whose name is perpetuated in Swainboro station. There were also the Davisons and many others of the agents who were well known men and long in the service.

I remember one thing in regard to Engineer "Joe Hooker" who has been mentioned several times in your articles. One morning he was going south with a freight,—on leaving Wentworth said he was due at West Rumney in just 8 minutes. Perhaps he would have made it but an axle broke under one of the cars, on the Bulls Eye Curve, and while I do not remember that any one was hurt much, the train was a sorry sight, and the adjoining field piled high with the wreck. When the first wrecking crew reached the scene, Joe was busy explaining to the bystanders what a lucky thing it was he was going as he expressed it "damned slow and easy" at the time or the wreck would have been much worse. I notice in the list of engines the "Lady of the Lake". Now I well remember the engine; for many years she ran north from Plymouth on the morning train and her name then was simply, "Lady" there was no Lake to it in my time and I wonder if there ever was. This engine was about as big as a Ford car, and was gay with glittering brass and red paint. I have now in my possession the board with the name Franconia painted on it, which I found floating in Baker's River after the Franconia, together with the Moosilauke were wrecked in a washout at Wentworth more than 40 years ago. It was Edward Henry Mann's opinion, freely expressed, that the alderbushes did more than John Marsh's prayers

toward saving John's life on that occasion when he was being swept away in rushing water.

Railroading in those days was in some ways rather a happy-go-lucky affair. But the men as a rule worked hard and were devoted to the service. I very much doubt if the present generation contending with the same difficulties could make a better showing.

It is my impression the record for time Woodsville to Concord made many years ago by Engineer William Kimball and the Tip-Top still stands unbeaten.

I am glad you are doing what you are to perpetuate the memories of those days; for some of us at least "Them were the Happy Days."

George F. Plummer.

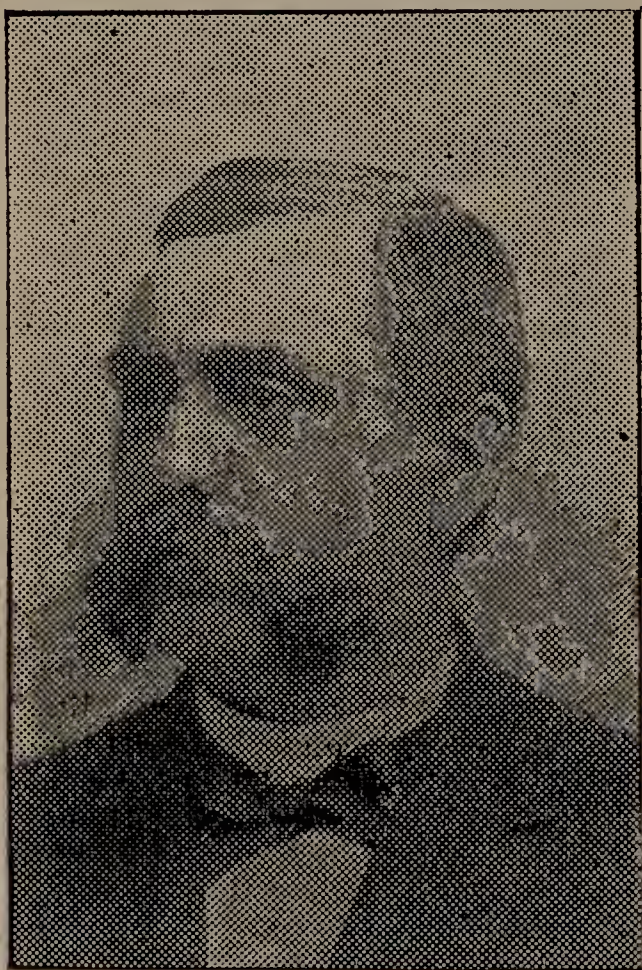
My dear Mr. Caswell:

I have been much interested in reading the letters and various items that have appeared from time to time in your valuable paper, regarding some of the events connected with old times on the railroad. They bring to mind many things connected with my own experience as a railroad man and by your kind permission I will refer to just a few.

I went to work for the B. C. & M. railroad in 1868 at Lake Village as it was then called as a blacksmith.

Joe Lougee was the firemen of the shop, Ralph Adams master mechanic and Moses Elkins master car builder. Among my associates in the shop I remember Frank Randall and John Donovan as blacksmiths with Joe Judkins and Bartlett Hall as helpers. All of them have passed to the great beyond I believe, except Judkins who is a substantial farmer in Belmont. We went to work in those days at 6:30 o'clock in the morning and left off at 6:30 at night with one hour at noon. About every thing was done by hand, very little machinery being in use, although we did have the trip hammer

to help shape some of the heavier pieces of iron. When there was a wreck on the railroad every one had to get out and lend a helping hand. This was not especially conducive to an even



ORRIN H. BEAN,

Started work for the B., C. & M. in 1868—
fifty-one years ago and still at it.

temper when the thermometer was at zero or below, or when there was a north east snow or rain storm raging at the same time. In October 1869 the great freshet occurred when every railroad bridge was washed out between Laconia and Concord. Then the boys had to hustle, working night and day, not excepting Sundays until the trains could resume their regular schedule.

A gang would leave home at 5 o'clock in the morning and get back

anywhere from 7 to 9 in the evening and think themselves lucky by so doing. No labor organizations in those days to watch out that you did not work over time. I think it was in the same month as the great freshet that an engine ran off the track one mile north of Plymouth and went down an embankment over 20 feet turning completely over. Henry Little was the engineer and strange to say was not injured to any great extent, but the fireman Frank Swazey was badly hurt, although as I remember not fatally so. We worked all day Saturday and into the night in the rain and all day Sunday, then work was suspended until the next Saturday when it was resumed and we finally got the engine back on the iron and towed it down to Lake Village for repairs. I remember well all of the engines referred to by C. E. Cummings in his interesting article in your paper, except the Jenny Lind and the Starr King; these I don't seem to recall.

In 1871-2 I was in Vermont, but in 1873 I came back to N. H. and went to work for the Northern Railroad in Concord, under J. N. Lauder as master mechanic where I remained for six years. In 1879 I went to the old Concord road under James T. Gordon master mechanic and continued successively with the Concord, the Concord & Montreal and Boston & Maine, where I am still pounding iron which I have been doing for over 50 years. I am some little past the three score and ten mark but my courage is good and it is possible that a kind and beneficent providence will vouchsafe to me the privilege of rounding out four score years, before I am obliged to lay down the implements of life and pass on to that "undiscovered country from whose bourne no traveler returns."

Yours very truly,

Orrin H. Bean,

194 South Main St., Concord, N. H.

There has been more or less controversy with reference to the Mt. Washington and Carroll. John Buckley tells me the road owned an engine named Mt. Washington, No. 20; later they bought the first ten wheel locomotive owned in New England, a heavy machine to run between the Base of the mountain and Fabyans, and named her Mt. Washington, her number being 29, and the other "Mount" was renamed Carroll. No. 20.

Both the Lancaster engine and Carroll were said to be very attractive, and had more brass in their mountings than any other engines in the country. They cost the road \$17,000.00 each.

It was thirty-five years ago the old road first went out of existence, (1884). One of the boys who went to work about that time and had a part in railroad affairs about that time and along down the years since was Amos Wheeler, who was brakeman, conductor, later station agent at Whitefield twenty-five years ago, later agent at Berlin. Then I recollect Fred Burnham, conductor, George Bailey, Fred Loveley; I had almost forgotten Mary Buckley telegraph operator; Clarence Caswell used to telegraph for the old road when the office was in Jerry Jewett's store near the railroad crossing here at Warren. There was Jim Jones, Havey Titus, Bill Morrison, Charles Ordway, Gilbert McConnell, as good a man as ever walked on shoe leather. Bill Taylor used to be station agent at Lake Village, and if he could come back and see them doing things there today he would stop and shake hands with himself because of his efforts in the early days.

Early in this article appeared a picture of the old depot at Tilton. The first stations were practically all the

same style. At the present day the station buildings at Haverhill, Bath Rumney and Canterbury are of fifty years ago. The interiors have been somewhat remodeled. In early days soon after the road was built to Whitefield Thomas Powers was the "whole shop force" at that point. He is now retired and living at Newark, N. J. He has a son, Charlie Powers who is yard master at Berlin. Charles A. Upton, a blacksmith here in Warren put in two years as baggage master for the old road working along with Al Mooney. Chester B. Averill, a local merchant here began as telegraph operator at Lake Village about the time the road first changed hands and stayed on for years.

Then there was Dave Eaton and Will Howe at Wentworth in the B. & L. days.

Here follows a letter from W. H. Mathews, cashier of the C. P. Rockwell, Inc., of the Nash. Car Co., Boston, who was connected with the old road and Pemigewasset House, thirty or more years ago.

Boston, Mass., June 3, 1919

C. E. Caswell.

Warren, N. H.

Dear Sir:—

I commenced service with the B., C. & M. in the Passenger Department in the early eighties and at the Boston and Plymouth offices.

Was associated with Supt. J. A. Dodge, W. R. Brackett, and George W. Storer, and was transferred to the Boston and Lowell which leased the B., C. & M. and White Mountain Division, with W. A. Stowell and E. F. Mann, as Supt. and Asst. Supt.

Lucius Tuttle as General Passenger Agent, and G. W. Storer as A. G. P. A. and went to Plymouth as Cashier at Pemigewasset House, under Carl Morse, B. W. Angell and C. E. Sleeper as Managers.

This House was the central resting spot for all the officials of several railroad systems while taking trips to the White Mountains also for meals, over night and week end vacations. Edwin Morry as President also stopped for two days when making monthly inspections. C. H. Brown of Hogg-Brown-Taylor Co. Dry Goods, Boston; C. H. Breed, Lynn, Mass. interested in Mica Mines in Groton, E. H. Kidder, Banker, Boston and New York. G. H. McCanley, Leader of U. S. Marine Band, Washington, D. C.

One little incident occurred the fifteenth of July 1886. which will never be forgotten by those who saw it.

The Ancient and Honorable Artillery of Boston were booked to dinner at the "Pemi" on their pilgrimage and trip to Montreal. On the morning of that day the Head Waiter and House Keeper had discussion who should iron the table linen, viz; the table waiters or the chamber maids. The House Keeper took the stand former should do it and Head Waiter claimed the latter should do it.

The result was the waiters struck and left at 11—A. M. dinner was to be served at 12:30 to 400 people on arrival of train from Boston. The employers left that could be spared were sent out and commandeered every man and woman to act a reception committee.

On the arrival of the train the Artillery let themselves loose and when orders came slow they made their way to the kitchen, helped themselves and greatly aroused the indignation of the Italian meat cook, the German pastry cook, and French vegetable cook, and several doors bore the marks of carving knives and cleavers, and it was very fortunate that no one was injured except their dispositions and train delayed two hours.

Before night all but two waiters pleaded so earnestly to be taken back that they were accepted, and the

House Keeper was out and the Head Waiter resigned.

Yours truly,

W. H. Mathews.

Everybody along the road today knows Fred L. Chase, a popular passenger conductor on the White Mountain division. Fred Chase in his early



FRED L. CHASE.

days was a printer at Littleton. I have often heard it said a printer has a knowledge of matters and things which enables him to engage in most any business or line of work, he so desires. Fred Chase finally laid down the stick and rule and went to work for the B, C. & M. As the old road went out of existence and other managements came and went he stayed through thick and thin, worked his way up the ladder of promotion

from a humble beginning, learning all branches of railroad work and to-day is one of the few men in the harness who started his railroad career on the old B., C. & M. He is a resident of Concord, highly respected in that city, as well as in the many towns along the line through which he has run for so many years.

It is impossible to close this history of the old B. C. & M. and the men who helped make it without briefly referring to the triumph with which engineering skill has achieved in the construction of the Mount Washington Railway, as many of the men of the B. C. & M. had to do with the building of and work on the road up the mountain which was built in 1869 by the Mount Washington Railway Company. During the summer season, steam cars daily run over the track which passes up the west side of the mountain to the summit. The B. C. & M. extended its line to the Base, bought a special locomotive, the Mt. Washington, No. 29, (which was the first ten wheel locomotive ever in New England) and special observation cars to run from Fabyans to the Base. The construction of the road up Mount Washington was due to the enthusiasm and inventive genius of Mr. Sylvester Marsh, of Littleton, N. H. At first it was difficult to convince mechanics of the feasibility of the scheme, and little encouragement was afforded by capitalists until an engine was actually running over a portion of the route. Finally, the necessary funds having been subscribed, the railroad was finished in 1869. It starts from a point 2,668 feet above the sea, and about 3,600 below the summit. The average grade is 1,300, the maximum 1,980 feet to the mile. There are nine curves on the line, varying from 497 to 954 feet radius. The track consists of three rails, the outer four

feet, seven and a half inches apart, which sustain the principle weight of the rolling stock, and an inner cog-rail, four inches wide, into which the teeth of the driving-wheel of the engine play, and, as it revolves, the whole engine is made to move, resting on the outer rails. Practically, the operation is accomplished by one cog-wheel working into another. The atmospheric brakes reduce the possibility of accident to a minimum risk.

MOUNT WASHINGTON.

Reminiscences of Walter Aiken and the Mountain Railroad.

The services commemorating the 100th anniversary of the opening of the Crawford Bridle Path to the summit of Mount Washington and the 50th anniversary of the opening of the Mount Washington railway were jointly observed July 5th in a grove near the Crawford house. The speakers were Frank H. Burt, Franklin K. Reed of the federal forest service, and Ex-United States Senator John W. Weeks of Massachusetts.

Frank H. Burt, son of the late Henry M. Burt, founder of "Among the Clouds," published upon the summit of Washington, and the first mountain newspaper in the world, gave his reminiscences of the building of the Mount Washington railway. Mr. Burt said:

"Fifty years ago today—Monday, July 5, 1869—the Boston Journal printed the following dispatch under date of Concord, N. H., July 4:

" 'Asst.-Supt. Rowell telegraphed that the Mt. Washington railway was completed yesterday and that trains now run to the Tip-Top house.'

"Thus was announced the greatest triumph of railway engineering up to that time in the United States. The vision and enterprise of a son of New Hampshire, Sylvester Marsh, of

Littleton, aided by the skill of other New Hampshire men, had created the first cog railway built to the summit of any mountain in the world.

"It is fitting that we commemorate today this event in conjunction with the work of the pioneer, Ethan Allen Crawford, who 50 years before made the first step in the conquest of Mt. Washington by the opening of the first footpath. Mt. Washington has always offered a challenge to adventurous spirits. The first to feel this challenge were those who simply came for the pleasure of the climb; next those who, like Dr. Jeramy Belknap, came for scientific study. To Ethan Crawford the challenge was the question of how to make the ascent easier for those not accustomed to the wilds. Then in succession the way for visitors was made easier by bridle path, by carriage roads, and finally by railroad.

"Sylvester Marsh, a native of New Hampshire, went to Chicago in early life and engaged in business for many years. During a visit to his native state he went up Mt. Washington and appears at that time, or soon after, to have formed the idea of the building of the railroad. In 1858 he was granted a charter for railroads to the summits of Mts. Washington and Lafayette, declining with thanks the satirical proposition that the charter should permit him to build to the moon. In 1864, having retired from business, Mr. Marsh came East, and many Bostonians of that time were amused by the enthusiasm of this visionary old gentleman when he exhibited the model of his proposed railroad in an office on Washington street while seeking to raise funds. He met with about as much encouragement as though he had proposed to start an orange grove in Greenland, and when he finally made a beginning toward his venture he had to depend largely on his own means.

"In May, 1866, Mr. Marsh began the building of the road. The first engine was built by Campbell Whittier & Co. of Boston. On August 29, 1866, when a quarter of a mile of track had been laid, a demonstration was given to a group of practical railroad men, who found that Mr. Marsh actually had a device safe and efficient for climbing and descending mountains. The 'dreamer' had triumphed.

"The remaining construction of the railroad was financed by the railroads interested in White mountain travel and within two years the track was laid half way to the summit. The formal opening took place August 14, 1868. Construction was rushed the rest of that season and work was kept up until Oct. 16, when, with only 500 feet of track to build, the workmen were driven away by a fierce snow storm. Work was resumed the following June, and in three weeks' time the track was finished to the summit, the first trains running to the top on Saturday, July 3.

"Mr. Marsh's right hand man in the enterprise was Walter Aiken of Franklin, N. H., who became the manager and the largest individual stockholder.

"He designed and built several of the engines used upon the road, making many improvements on the original plan, both in the direction of safety and efficiency. His father, Herrick Aiken, was undoubtedly the first to conceive the idea of a railway up Mt. Washington. He constructed a model and sought to interest railroad men in his scheme. But the 'practical' men of his day could see nothing in it but peril and loss, and it remained for the dreamer, Marsh to make the idea a reality. Herrick Aiken's designs, however, in the hands of his son, undoubtedly played an important part in the final shaping of the road.

"Walter Aiken was a typical example of the old-time New England manufacturer—a mechanical genius and a successful business man. He was a man of indomitable will and tireless energy, and it is safe to say that without such a man the railroad never would have been the success that it has been. One incident shows his characteristic spirit. Early in the history of the road he received on a Saturday at his shop in Franklin a telegram that engine No. 2 had broken an axle on Jacob's Ladder and asking to have a new one made and shipped at once. Work began on the axle at noon.

"At 10 that night Mr. Aiken, with the finished axle and gears, stepped aboard a special engine at Tilton and was rushed through to Littleton, the railroad terminus, where he was met at 4 o'clock Sunday morning by one of the mountain engineers, John L. Davis, with a pair of old horses and a dilapidated express wagon. Loading the axle and gears into the wagon, they dared not trust any more weight to the rickety affair, and Aiken and Davis were forced to walk every step of the 25 miles from Littleton to the Base station.

"They had breakfast at Bethlehem, dinner at the Twin Mountain house, and reached the base at 5 p. m., expecting to find a train ready to carry them up to where the disabled engine awaited its new axle. But most of the workmen, not looking for such energy on Mr. Aiken's part, had gone to the Crawford house to spend the day.

"Rounding up the few that were left, engine No. 1 was fired up and ran up the mountain to Jacob's Ladder, where the new axle was placed under engine No. 2, which was then fired up, and Davis ran one engine back to the base and Aiken the other, arriving at 9 p. m., so that the road would be ready for business Monday

morning, 'My men were somewhat surprised,' wrote Mr. Aiken in describing the incident, 'when they returned from the Crawford, to find everything in running order again.'

"Just what he said to his employers, who had enjoyed the Sunday holiday while he was toiling over the hot and dusty road from Littleton, may safely be left to the imagination.

"Just before the completion of the road a Swiss engineer named Otto Gruninger visited the mountain to make drawings and studies of the track and apparatus. He came in the interest of Nicholas Riggenbach, superintendent of the Central railway of Switzerland, who had been granted patents in 1863 on a somewhat similar cog railway for mountain climbing, and purposed to build a railroad up the Rigi. Just what influence the studies of the Mt. Washington system had upon the Swiss plans is not known, but the Rigi railway was soon under construction and was opened in 1870 or 1871. The Riggenbach patents were used and everyone who is familiar with the Mt. Washington device can see at a glance that the mechanism is decidedly different. But no doubt the demonstration of the cog railway in actual operation up a mountain gave great encouragement to the projectors of the Swiss railway, and thus Mt. Washington pointed out the way for the building of the Alpine road.

"Through Mr. Aiken's enterprise the Summit house was built, capable of accommodating 200 persons. The house was built in part on land leased from the owners of the territory, and this fact, combined with the rivalry of the two enterprises, led to friction and ultimately to litigation. 'We do not feel disposed to pay for the use of the summit and to have to fight for it,' wrote Mr. Aiken to his antagonists on one occasion;

'we are willing to do one or the other, but do not want to do both.'

"It is an interesting coincidence that the surveyor who laid out the road, Col. Freeman of Lancaster, N. H., was a son-in-law of Ethan Allen Crawford and the line adopted for the railroad followed closely the route of Crawford's second path.

"No train on the Mt. Washington railway ever carried a more unlooked for load than the one which in the middle of July, 1877, conveyed to the top a printing press and the whole outfit for a daily newspaper. My father, Henry M. Burt of Springfield, Mass., author of a guide to the White Mountains, in the course of one of his visits in the early days of the railway, when storm bound on the mountain, conceived the idea of a newspaper on this lonely peak. Here was a mountain with a railway, a hotel, telegraph and nearly everything that civilization required; why not a newspaper?

"From this thought grew the paper in two daily editions for a third of a century. The office was for several years in the old stone Tip Top house, after which a small frame building near the hotel was put up for the use of the paper. My father continued for 22 summers as editor and publisher of the paper, until his death, March 7, 1899.

"The difficulties attending the running of a newspaper in such an isolated spot are many, and the overcoming of them has been a constant stimulus to ingenuity and often times a strain upon one's endurance and patience. In its unique field Among the Clouds has had to deal with almost every phase of life which confronts the newspaper man in the world below. It has recorded the visit of one President of the United States to Mt. Washington—R. B. Hayes—and of countless men of fame and influence from every coun-

try of the civilized world. The happier side of life has, of course, predominated, but the tragic has not been wanting, as those who remember such calamities as the deaths of William B. Curtis and Allan Ormsbee will recall.

"Then we have had the newspaper man's delight at a 'scoop' and we have utilized the famous 'slide boards' to send a special edition flying down the mountain side at a mile a minute. The files of Among the Clouds preserved in several libraries, afford a mine of information of White Mountain events for the last 40 years.

"Not the least interesting feature, as I look back on the career of Among the Clouds, has been the number of brilliant young men who in their summer vacations were associated with our staff. There was Harry M. Cheney, afterward speaker of the New Hampshire House of Representatives; John Scammon and Harry Lord, who have presided over the New Hampshire Senate; Rev. W. C. Gordon of Auburndale and the Hon. Louis S. Cox, now judge of the superior court of Massachusetts. But the most interesting of all was the coincidence that in November, 1918, Massachusetts and New Hampshire each chose to high office one who had rendered brilliant service on the staff of Among the Clouds—Channing H. Cox, who went from the speakership of the House to the Lieutenant-Governor's chair of the Bay State, and John H. Bartlett, who worthily fills the chief magistrate's chair in New Hampshire."

Franklin K. Reed was the next speaker. He told of the entry of the United States government into the plans for technical and standardized trail building in connection with their work in the United States forest reserve, which

now embraces 400,000 acres in the White Mountains alone.

At the close of Mr. Reed's talk a historic shield, the gift of the United States forest reserve, was unveiled. The inscription reads: "Mount Washington 8½ miles via Southern Peaks and Lakes of the Clouds. First tourist path in the White Mountains opened by Abel and Ethan Allen Crawford in 1819. Improved as a bridle path by Thomas J. Crawford in 1840. United States forest service official trail since 1917."

Ex-Senator John W. Weeks of Massachusetts, who came from his summer home in Lancaster, concluded the exercises with a talk upon the early history of this part of the country, and said that his ancestor, Maj. John Wingate Weeks, was not only one of the first party to make the ascent of the Crawford bridle path, but assisted at that time in naming the peaks of the Presidential range. He said: "The first path to the top of Mount Washington was constructed by Crawford in 1819, the anniversary of which we are celebrating today. This was followed by several paths, and in 1840, a bridle path was constructed. This commenced at the Giant's Grave, passed up the Ammonoosuc valley, over Mts. Clinton, Pleasant, Franklin and Monroe to Washington. Another bridle path constructed at this time was known as the Davis path, which passed over Mount Crawford, along the Dry or Mount Washington river to Mount Washington.

The exercises were under the auspices of the New England Trail conference. Paul Jenks, its president, and councilor of improvements for the Appalachian Mountain club, presided. Gov. John H. Bartlett was represented by State Senator James A. Tufts of Exeter.

Since writing it a number of times there has come to my knowledge that the name on the old engine No. 7 was spelled Winnipisseogee and not the modern way of spelling the lake today. This old engine was a part of the road itself in early times, and every engineer on the road forty to fifty years ago run her, and she was actu-



FRANK N. KEYSER

A present day passenger conductor who learned ropes of the B., C. & M.

ally worn out and had to be scrapped. The "Winnie" was in memory of an Indian tribe. Like the red man, she was tough, and endured much grief.

Ed. Bowler was another of the veteran railroad men who started in when railroading was in its crude

stages, before the day of the automatic coupler, air brake and steam-heated cars. He was in the freight service for many years and his home was at Lake Village.

Many a man has gone through life and to his grave minus a finger or two or a crippled hand to testify to the danger of hand-coupling in the days of making hitches with the link and pin.

In early days the method of connecting together was by what was known as "blocks". These were pieces of oak wood thirty inches long and about three inches square bolted to the outside of the rails at the joints, with a "fish-plate" on the inside of the rails. There was a "chair" beneath each joint. This "chair" was a flat piece of iron six inches square spiked to a tie, and the rail ends or joints rested on these irons. As time went on modern methods were adopted and the antiquated fish, chairs and side-blocks were discarded.

Following is a letter from E. C. Whitcher, cashier of the National Bank at Concordia, Kansas, with reference to three of the old boys who went out west some thirty-five years ago. Mr. Whitcher was a Warren lad and like all boys was more or less interested in early railroading, and got acquainted with many of the men of those times.

Concordia, Kansas
June 12, 1919

Friend Caswell:

I enclose draft \$2.50; don't know just when this will pay to, but you can give proper credit.

I have been much interested in your history of early R. R. men. Many years ago, perhaps thirty or more, I got on a train here, (the B. & M. in Neb.) to go to Omaha; out of Concordia was Conductor Green, next division was McGregor, then W. H.

Weeks, all were formerly from the B. C. & M. R. R. and well remembered from my boyhood days in New Hampshire.

Yours truly,
E. C. Whitcher.

Back forty-five or eight years ago Sam Hoit, as has been mentioned, run a rail repair shop in one end of the engine house at Warren. The first time I ever saw Sam Hoit I went into the shop one day while waiting for the mail train. There was a load of wornout rails on a push car. Hoit was a man of unusual strength, weighing as he did probably 275. He brought a 50-lb sledge-hammer down on one of the rails and I nearly jumped twenty feet up through the roof. Sam Hoit had two boys. Naturally they "took to railroading." Charles was the older of the two and "got on" first. Ed, the younger went to sea for several years, and one day came home a surprise to his folks, as they did not know his whereabouts. Soon after he went to firing for his brother Charlie, and today is an old man running one of the way freights between Woodsville and Plymouth. Charles Hoit, like most of the good and faithful B., C. & M. men has passed on to rest from his labors.

Just what year the telegraph line was put through is not known, but it was soon after the Civil War, as I have heard my father tell how he helped set the poles. My mother was telegraph operator and for years besides doing her housework did all the telegraphing at Warren Summit, (Now Glenclyff.) Later my father learned and held the key along with his station duties. This was thirty-five to forty years ago.

C. E. Caswell.

Editor Warren News.

In the Early History of the B., C. & M., you speak of the rail repair shop in the engine house at Warren.

The first shop for repairing of rails, was situated a little south of R. R. Crossing, and near a large Elm tree, Charles Hicks, was the first to repair rails there, for a number of years.

Afterwards it was moved down into the old engine house, (which is now the freight depot,) and Samuel Hoit did the mending there for a number of years afterwards.

The R. R. had a car house south of the Passenger Station and very near the rear of C. B. Averill's store.

At the time the Hotel burned, (which stood where the store now is) Mr. Arthur Knapp had a cow jump through a window into the car house and was burned to death.

Warren, N. H.

May 23rd, 1919. James H. Williams.

Henry Williams tells about loading slabs on a push car at a mill near the crossing here, running the car out on the main line, carrying slabs somewhere down into the yard. One day this car got away from him and run down the hill. Morrill Sanborn was station agent and telegraphed Wentworth to put obstructions on the track and derail the car. It got by Wentworth, and West Rumney was notified to do the same. A freight was at that station. Dye Sargent was engineer. He pulled the pin and started up the line to meet the oncoming runaway car. He saw it coming on the straight line above the yard. Running as near as he thought safe, he reversed the engine and started back down the yard, gradually letting the runaway car come up against the pilot and it stopped without doing any damage. Henry says this was his only railroad experience, and for years the fellows joked him

for jumping and leaving his train at Clough's Crossing. He was a lad at the time and since then has had no desire for railroad life.

Next is a letter from Eugene B. Lane of Berlin, N. H. When a boy he left the old farm on Briar Hill, in Haverhill, and went to work for the B., C. & M. Lane is very precise and from the start learned railroading thoroughly, and probably there isn't a man on the road with a beter understanding of the handling of traffic than Gene Lane. While he is by no means an old man, he started in the old days of hand brakes and wood burners, has seen the road change hands to the Boston & Lowell, the Concord & Montreal and Boston & Maine and has kept abreast of the times as the years came and went. For a number of years he and George Hutchins have been in charge of passenger trains on the Berlin Branch, between Whitefield and Berlin. They work shoulder-to-shoulder, Hutchins in the cab and Lane in the coaches, and the officials for years have been given but little anxiety as to the safety of passenger traffic on the Berlin Branch, because they realize there is no material cause for anxiety when these capable men are in charge.

Berlin, N. H.

March 15, 1919.

Friend Caswell:

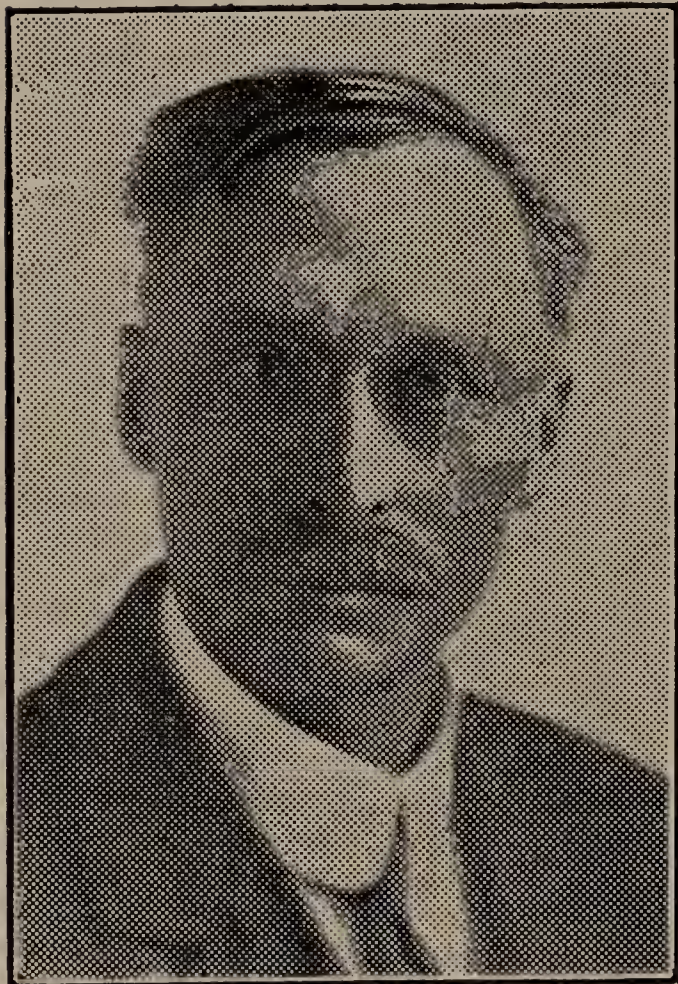
I have been very much interested in the letters of early days of railroading on the B. C. & M.

And in reading them they bring to my mind many incidents of those days.

Then the train crews were assigned to certain trains and many times kept together month after month and sometimes years.

I remember one crew I worked with all "gone West" now, but myself. Conductor Ed. Williams, Engineer Austin Olney and Fireman Elisha McConnell, and we run the "special freight" from

Woodsville to Whitefield and return. This train was put on to handle the output from the big saw-mill of Brown's Lumber Company then operating at Whitefield. We used to make



EUGENE B. LANE

up a train of empty cars and go to Wing Road, turn the engine on the "Y" and back on to the caboose and back the train to Whitefield.

It was my duty to ride the front end of trains to look out for persons on the track or at the crossings; a cold job some winter nights. At Whitefield after setting off the empty cars we made up a train of loads for the return trip.

The train consisted mostly of flat cars loaded with lumber, and we considered ourselves lucky if we could get one or two box cars next the caboose for brakes to help hold the train

down the hills. No air brakes on freight cars those days.

After making up the train we usually had a helping engine as far as Burns' which was a little four wheel shifter, "The Doctor Ordway" and afterwards "The Pony."

Sometimes when the train was unusually heavy and likely to be stalled I've seen Ed. go over and count the cars the helper was pushing, then when we arrived at Wing Road, Austin would sometimes tell him he had taken too many cars. Ed. would say "Well, the helper was pushing four cars and the buggy and you ought to pull the rest of them," and Elisha would say "Well she was hot anyhow, had plenty of steam."

At that time there was a lumber mill at South Littleton, at the foot of a long down grade and those days the mill crews sometimes did shifting with horses pulling cars out of one track and back on another, which helped some train crew who had that work to do.

Evidently someone had given the mill foreman a switch key so he could open the main line switch. One night we were coming down the hill with an unusually heavy train, having picked up six or eight carloads of four-foot wood at Wing Road; when near the South Littleton switch the engineer whistled for brakes, and almost immediately another call for brakes. I sometimes think an engineer could almost make an engine talk with the whistle, at any rate that second whistle startled me and I climbed up on top of a car load of wood. I had hardly got there when I heard the engine in reverse, and almost immediately a grinding crash as engine and cars left the rails and smashed into the ditch.

I was clinging on to the end of a wood car with all the strength I had, and when the train stopped I started for the head end expecting to find the

engineer and fireman either killed or badly injured.

It was very still, the only sound was the escaping steam from the wrecked locomotive.

Then I called to them, hardly expecting to get an answer but Lisher answered me. I asked him if he was hurt, he said "No," and Austin was there and all right.

They had both jumped just as the engine left the rails and cleared themselves of the wreck.

Just then we heard Ed coming from the rear, he was on the run, all out of breath and very much excited, "Say are ye alive," was his inquiry: "Yes we are all right," Austin shouted "Where is Gene?" was his next query; "He is here all right," Lisher told him "Well, if you fellows are all right I feel better," was his comment.

The agents those days at the stations between Woodsville and Whitefield are all gone to their long home.

E. H. Weston was agent at Whitefield, with Hazen Fiske as clerk; John Clifford at Wing Road; Alden Quimby at Littleton; Jule Kelsey at Lisbon, Mr. Lang at Dalton, Harvey Ross at Bath; Fred Nourse at Lancaster, good and true men every one, and worked hard for the interest of the company which they served.

Those days the log train business was an important part of the service in the winter, and it was quite a sight to see trains of 16 or 18 lengths of logs coming down the Branch from Fabyans to Whitefield or South Littleton. These trains consisted of trucks with four wheels and a heavy bunk with stakes nearly a foot in diameter, which was set at the log landings that were built big enough so the logs could be rolled over the top of the stakes and drop on to the bunks. The trucks being coupled together with reaches some of them 30 feet long with coupling iron on each end.

Some of the men who manned these

trains were Len Morrill, engineer; Harvey Caswell, brakeman; Al Haynes and John Quimby.

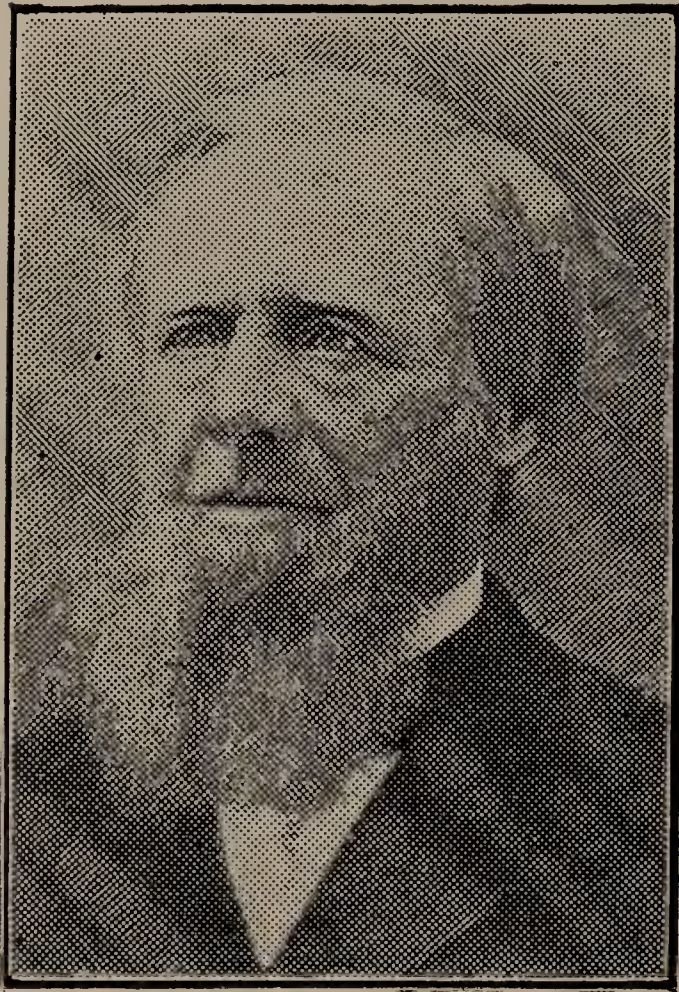
One cold January morning we pulled out of Fabyans with 14 lengths; it was so dark we couldn't see the second length from the caboose. Caswell was holding the train down the grade with the caboose brake and we appeared to be going all right until we were going through the Ammonoosuc Bridge, a couple of miles north of Bethlehem Junction. Just as the caboose was going into the bridge there came an awful crash, the splintering of boards, breaking of stakes and the whole front end of the car seemed to come crashing inward and with it the end of a big spruce log. I was sitting on a seat that ran lengthwise of the car and the end of the log came altogether too near to me for my peace of mind. I jumped for the rear and put up the brake hard as I could, and signalled the engineer to stop. When we stopped I went forward to investigate. I found Harvey laying among the wreckage, groaning and in great pain. We found the forward stake on one side of the length next the caboose had worked almost out of the socket, letting the logs sag out so far that they hit the bridge, driving one big spruce directly back into the caboose; this had hit Caswell and injured him severely.

It took the united efforts of half a dozen husky lumber jacks with cant-dogs to pull that log out of the caboose. Caswell eventually recovered.

Another time coming down the branch, with a heavy log train, on rounding the big curve just north of Bethlehem Junction, it was beginning to get light enough so I could see. I discovered we had an empty length near the middle of the train. I knew that length was loaded when we left Fabyans. We stopped at the station and I went over to investigate. The trucks appeared to be all right except

one bunk stake iron was broken off.

On returning that afternoon we found this length had been derailed on the big curve at Ammonoosuc Falls and the wheel on the left side going over



J. A. DODGE

Appointed Superintendent B., C. & M. R. R. to succeed John W. Lyon. He resigned in 1882 and died a year later.

and striking the rail on the right side with such force as to break the stake-iron on the rear bunk letting every log down the high bank; the truck was drawn off track at Zealand where it struck a frog and came on the track again, and the men on the train knowing nothing about it until it began to get light enough to see it at Bethlehem Junction.

The old Mitchell coupler came near being my finish when they were in operation. I was running the way-freight between Woodsville and Con-

cord and one day I had a car to set off at Concord transfer; it was equipped with a Mitchell coupler, and was supposed to be uncoupled by pulling up a rod from the dog stand at top of the car. The rod was a little too long and the coupling pin was not fully clear of the link and when I gave the engineer the stop signal he reversed the engine and the car not being uncoupled I was thrown from the top to the track; fortunately I was not hurt in the least.

A friend of mine told me today of one of the old time B. C. & M. station agents at North Haverhill, Adolphus Willey, who was a shoemaker as well as railroad man, and who had his shoemaker's bench in his little office in the station, and when the duties of agent did not keep him busy he worked at repairing shoes and boots for the villagers.

Thinking of the old B. C. & M. days, memory of men comes back and of some funny incidents, funny to remember but not always to participate in. Like slipping off the top of an icy freight train in motion, like Ike Paling did when coming down through Keyes' Woods one slippery winter day. It had been raining and froze almost as fast as it fell making the tops of the cars completely covered with ice.

Ike was on top "holding them down the hill" when by a sudden lurch of the car he lost his footing and slid off the top, striking outside the track and rolling down the bank to the foot: strange that one could take such a tumble without being killed, but he was not seriously hurt. Another old timer that took some such tumble was Mike Glynn way-freight brakeman at East Tilton. Mike was not hurt.

Lockhart Johnson and Harvey Dexter old time freight conductors on the Mountain Road long since gone, Elmer Hall and Riley Avery, trainmen who were sent to the St. J. & L. C. for a year or two, and never liked there.

Ike Glynn an old time engineer who

run on the Branch, Sam Carr who used to look after engineers at Woodsville, who lost his foot by being crushed by an engine, John Quimby and Will Conner, two engineers of those days.

Will Frizzell was engineer on what was called the Mountain freight, who run with Harvey Dexter with Eugene Clough as brakeman. Then there were Will and Gene McIntire, freight conductors; afterwards Gene was station agent at Wing Road. George Mason another old time trainman who afterwards was an engineer on a Pennsylvania Road.

George Thyng and Jed Bean engineers on the way freight. The Leonard boys, Charley went on the Upper Coos Railroad afterwards the Maine Central and there run an engine for years. Frank Clark conductor also went to the Upper Coos Railroad, and now is a prosperous merchant in Portland.

Then there were the Dolloff boys. Their father was road master and looked after a rail shop at Lancaster. Charlie Dolloff is now road master on the M. & W. Railroad.

James Sawyer another old B. C. & M. man used to superintend a rail shop at Woodsville.

Then there were the Gannon boys—Jim, Tom and Tim: John Bisson, a passenger conductor thirty years ago; Martin Perkins, and Dave, his brother, two old time engineers. Then I well remember Frank Simpson who has already been mentioned.

It's a pleasure to recall those days of early railroading, the hardships being forgotten and the pleasant memories of those times and the men we worked with, remain only clear in our memory.

Yours truly,
Eugene B. Lane.

Loren Clough, still living at East Concord, was one of the leading lights in the system of the old road forty years ago, in charge of East

Concord station and at times acting as passenger conductor. It is evident it was a custom for many of the trusty station agents in early railroad times, to run passenger trains whenever an extra was run, or someone took a vacation. Loren Clough was and is still faithful to God, man and his employers.

Laconia, N. H.
April 29, 1919.

Mr. C. E. Caswell,
Warren, N. H.

Dear Sir:

Replying to yours of April 1; beg to say that I remember the Wentworth wreck very well.

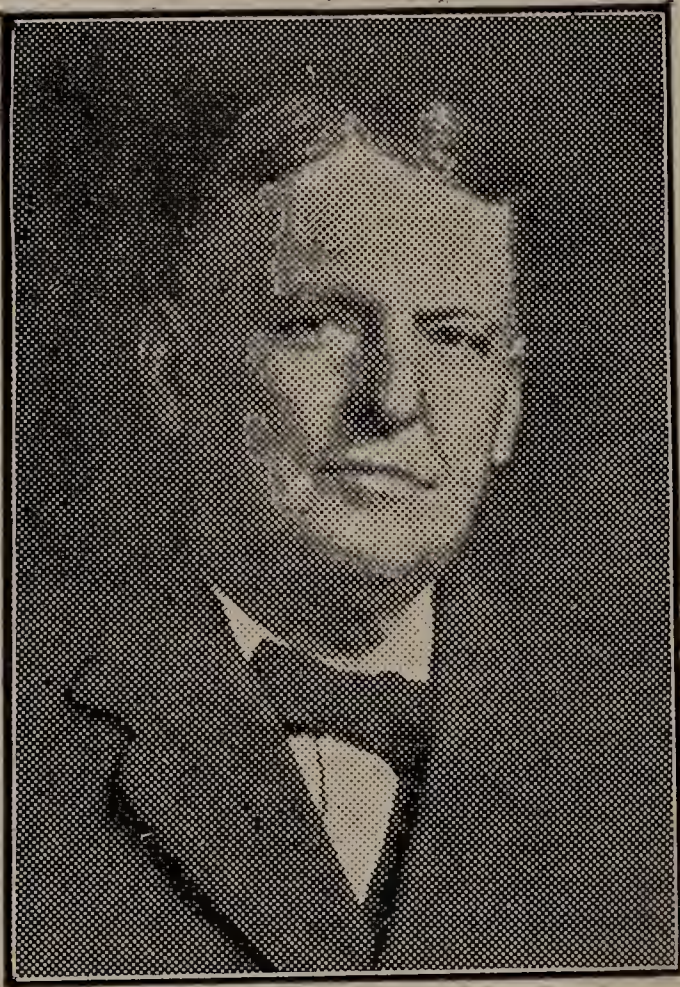
It happened forty years ago last December. The train had forty-two cars and two engines, the Franconia and Moosilauke. The crew was Henry Mann, conductor; Melvia Mann, brakeman; Orrin Bailey, engineer; Harley Whiting, fireman on the Moosilauke. John March as engineer and myself as fireman on the Franconia.

We left Lake Village about 8:30 in the evening. At Plymouth we stopped for wood and water and made good time from there to Rumney. At the little cut at the north end of Rumney yard the Franconia gave a lurch that was followed by a call for brakes from Bailey. This proved to be a soft place that allowed the track to settle under the weight of the engines. We hunted up the section men and left them to take care of this place.

At the upper twin bridge, between West Rumney and Wentworth, we were stopped by John Roberts, who was foreman of the West Rumney section at that time. The water was running over the track just north of the bridge; but had not washed out to do any harm, so we got over that all right.

I got the firebox full of wood about the time we got to the little bridge where the highway passes under the railroad. Henry Mann was on my

seat, and luckily for the boys behind, I stepped to the right hand side to get a look ahead. The wind was with us and we were going so slow that the smoke and steam was hiding the track.



CHAS. F. G. CLARK

Now Residing at Marlboro, Mass. Was B., C. & M. Passenger Brakeman in 1882

In fact, when I first looked, I could not see our own smoke-stack. I stooped down between the engine and tender to get a look under it, but couldn't.

Perhaps a hundred feet from the trestle, the wind gave a little fluke and lifted the steam for a moment and I saw that the track was out of line. I shouted to John, "It's gone," and jumped! Bailey saw me and calling to his fireman, they both jumped. I stood by the track and heard John

whistle for brakes; saw the fire fly from the drivers as he reversed her; saw him come into the gangway; fold his old coat around him; jump straight out into the water and disappear; and then things began to happen.

The old Franconia seemed to settle straight down; while the Moosilauke tilted over on her side; and the cars filled in on top of them. Something got on the old Moosey's whistle lever and opened it up; and the moans and gurgles and groans and shrieks that came from her as the water washed over her, had the last notes of a dying swan beat to a frazzle.

As soon as the train stopped, we crawled under and started down the bank after John. He had been carried quite a ways down stream to where the current was not quite so strong; and had finally got hold of some alders and pulled himself out. I met him coming up the bank and his greeting was "Wal George, the Lord saved us that time." I had heard him say that a good many times before but perhaps never when I felt so much like agreeing with him.

We went back to the saloon, where we found the conductor. It seems that he had climbed to the top of the cab to get a look over the smoke; and had jumped from there to the ground on the opposite side from us and not seeing any of us thought we had all gone in.

I have seen a few papers of "The Warren News" containing letters and sketches on the old B. C. & M. and was much interested in them. Am glad you have decided to put it in book form, so I can get it all.

Wishing you succes in your venture, I remain

Yours truly,

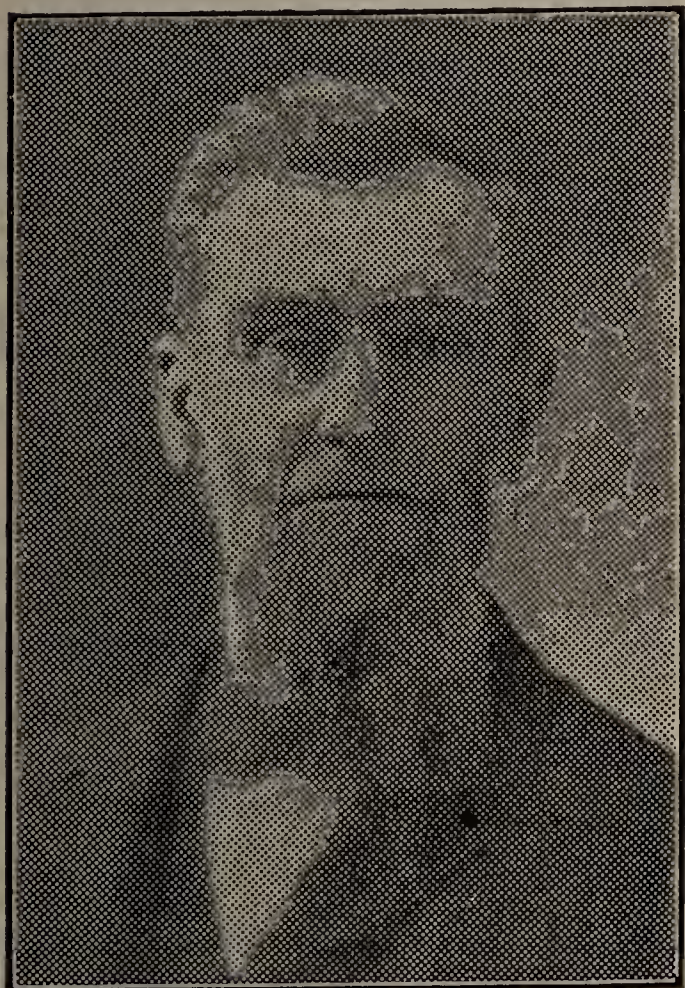
George W. Sherwell.

In the early 50's passenger fare was 5 cents extra when paid on the trains and there were no rebates.

Early Days on the B. & M.

(From a Pamphlet Distributed by the National Shawmut Bank.)

"The Boston & Maine was originally the 'Andover Branch,' running from Wilmington, on the Boston & Lowell, nine miles to Andover, over the road-bed now used for the Lawrence branch of the southern division, as far as Wilmington Junction,



WILLIAM "Bill" KIMBALL

An old time B., C. & M. Engineer

thence substantially over the present western division road-bed to Andover. The construction was continued each year, first to Haverhill (Lawrence was not built then), thence to Exeter, N. H., thence to South Berwick, Maine, where it connected with the Portland line, afterwards part of the Eastern. The road then ran from a junction 15

miles from Boston to a junction 40 miles from Portland, and was a one-horse affair run by prudent, earnest but small men. They had three locomotives—the Andover, Haverhill and Rockingham—and N. G. Paul, a part owner and afterward an official, was an engine man. He is said to have been the original actor of the 'Locomotive and the Old Ladies' Clothes-line scenario,' and the inventor of the glass wind shield from which the locomotive cab was developed. The management was petty in character, disputes with the Boston & Lowell as to each other's cars and engines occupying certain tracks at Wilmington being frequent. The public, in fact, was often inconvenienced as a result of trivial quarrels of this kind. In 1844, the Boston & Maine built from the present Wilmington Junction to Boston, and abandoned the track from that point to Wilmington, having nothing more to do with the Boston & Lowell, with which it was not friendly. It also later built from South Berwick into Portland. In the late forties, Lawrence was built and the road-bed was changed from Andover so as to pass through the south side of the new city. Shortly after this, the Boston & Maine thought to tap some of the Boston & Lowell business by building from the present Lowell Junction to Lowell. The Boston & Lowell retaliated by building into Lawrence, over the old abandoned Andover branch road-bed from Wilmington to Wilmington Junction, thence over the Salem & Lowell to Tewksbury, thence into Lawrence. Competition was carried on fiercely, at times in fare and freight, but mostly in train service, but the Boston & Lowell always felt that they had the advantage. The equipment of the Boston & Lowell was always superior to that of the Boston & Maine and the management in the hands of men of larger calibre. Even in the late eighties the Boston & Maine had

light rail with wood fish-plates (tie bars) on their main line, and their express locomotives were mostly equipped with the Westinghouse brake. Block signals were almost unknown. At that time the Boston & Lowell had several 60 to 80-ton express locomotives, Hall and Union block signals, and the Westinghouse brake on all passenger equipment. At the time of the lease of the Boston & Lowell to the Boston & Maine the old employees of the former, it is said, wept, as they thought they were making a poor swap of employers from the progressives of the Boston & Lowell to the hitherto picayunes of the Boston & Maine."

Boston & Maine Oldtime Wages.

(By Judge Wells in Somersworth Free Press.)

In 1849 the Boston & Main railroad, under the acts of the Legislatures of Massachusetts, New Hampshire and Maine, had been extended from Boston to South Berwick, Me., where it united with the Portland, Saco & Portsmouth railroad, a distance of $74\frac{1}{4}$ miles, having $19\frac{1}{2}$ miles of double track, and branches to Medford and Methuen and Great Falls, amounting to $10\frac{3}{4}$ miles. A report of the committee of investigation appointed by the stockholders of the Boston & Maine railroad, presented at a meeting in Exeter, N. H., May 28, 1849, has just come to light.

From that report we learn that the 45,000 shares of the stock issued was owned by people of the three states. The books showed an expenditure, from the beginning of the road to June 1, 1849, of \$843,532.27. Of that amount bridges had cost \$358,683; depots, engine house, machine shops and other buildings, \$404,854 and land and fencing and rolling stock the balance.

At that time the road employed 430 persons, and, in view of the development of the road since, the list is of interest.

In the superintendent's office there was a cashier who was paid \$1,000 a year, two clerks at \$480, and an office boy at \$180.

There were nine conductors on passenger trains, five being paid \$50 a month; one at \$45 a month; two at \$41.67; and one at \$35 a month. There were four conductors on freight trains, one at \$45 a month, and three at \$40.

There were 24 ticket masters, the highest salaried man being the official at Boston at \$60 a month. Those at Lawrence and Great Falls received \$50 a month, while Andover, North Andover, Exeter, Newmarket and Dover paid \$40 a month; Somerville, South Reading, Reading, Haverhill and Rochester paid \$35 a month; Medford, \$33.99; Malden, Ballardvale, Durham and Salmon Falls, \$30; Melrose, Plaistow, East Kingston and South Newmarket, \$20; Bradford, \$16, and Newton, \$13.

Thirty-seven men were employed at the freight house in Boston and 14 at freight houses elsewhere on the system, laborers receiving no more than \$1 a day.

There were six train baggage masters at \$35 a month; five depot baggage masters from \$25 to \$35 a month; four porters at stations, ranging from \$26 to \$30 a month; ten watchmen, ranging from \$26 to \$30 a month; 13 switchmen, ranging from \$15 to \$33.33 a month, the highest paid man being at Boston; 17 enginemen, 11 of them at \$60 a month, one at \$50, one at \$45, and three at \$40; 14 firemen, 11 of them at \$30 a month and three at \$26; 14 brakemen, 13 of them at 30 a month and one at \$26; eight gatemen, paid from \$26 to \$30 a month; 31 woodmen, receiving from \$26 to \$35 a month; three draw-tenders, one at \$30 a month, one at \$1 a day and one at eight shillings a day; two blacksmiths, receiving \$1.50 and \$1 a day; 75 repairmen receiving from 80 cents to \$1 a day; 15 men in the

car and machine shops at Lawrence, 60 men at the engine shop in Boston, all of whom received from 66 cents to \$2.20 per day; two roadmasters at \$750 a year each; one wood agent at \$1,000 a year and one master of transportation at \$900.

The superintendent was paid \$2,000 a year, the president \$2,000, the treasurer, \$1,500.

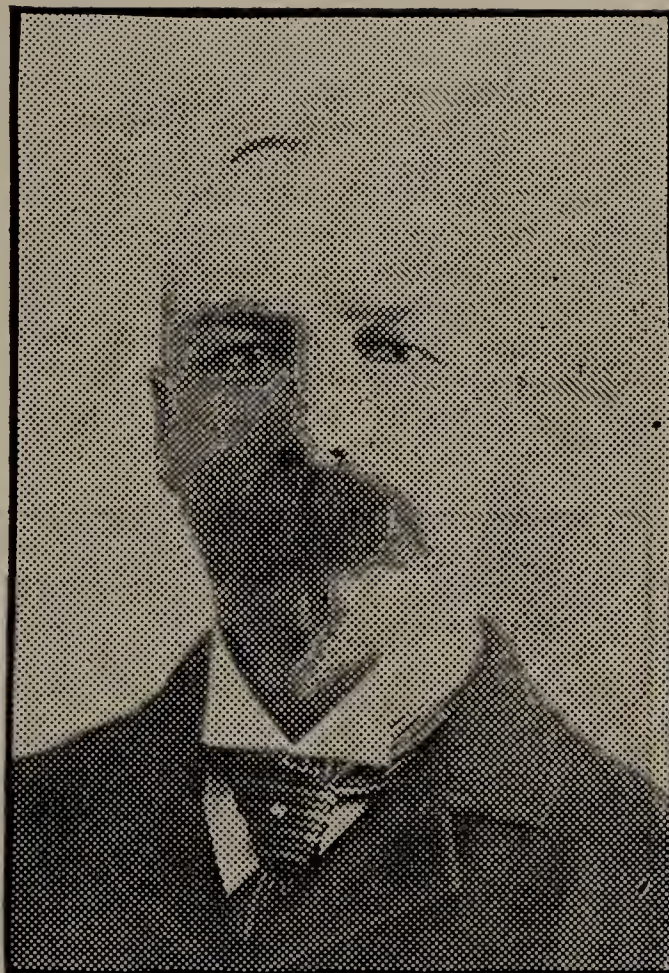
In 1849 the Boston & Maine owned 35 passenger cars and 40 stoves, appraised at \$51,265; 16 passenger baggage cars, valued at \$9,052; 24 engines, which, with appurtenances, were valued at \$121,050; eight snow plows, valued at \$2,895.

William Kimball was engineer when the stack of a locomotive fell off near Northfield and the engine continued her run to Concord.

It was Star King which blew up at Belmont soon after the Tilton & Belmont road was built. She was repaired and named Belmont.

George Plummer said in a letter he doubted if there ever was a locomotive known as Lady of the Lake. He always knew her as "Lady." I have heard quite a number say the same. By research I find that one time the "Lady" was named Lady of the Lake, but owing to there being a steam boat on Lake Winnepesaukee by the same name, the two conflicted and the railroad people had to change her name. I am told the name was just beneath the stack along the sides of the boiler.

Mrs. Learned of East Piermont, daughter of the late Josiah Hardy, writes me that when she was a child a year and a half old her father was foreman on North Haverhill section, nearly 60 years ago. One night he was going over the road and found a broken rail which must be changed. He returned home, told his good wife he must attend to the break in



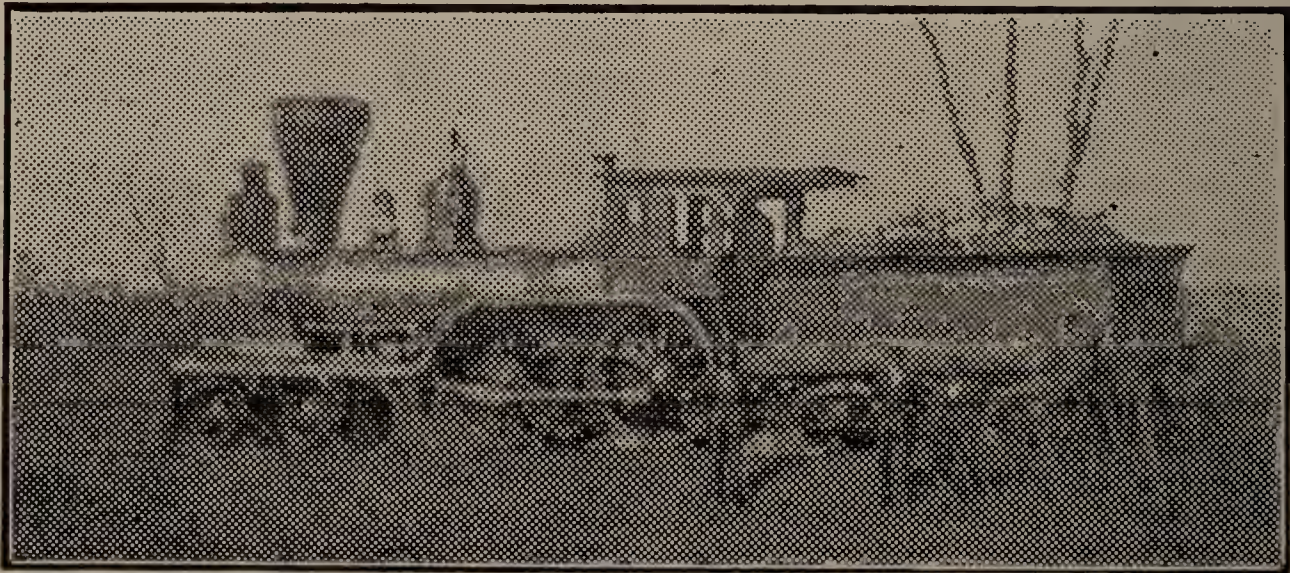
FRED H. NOURSE, Lancaster
For Twenty Years with the B., C. & M.

the track and the south part of the section could not be gone over that night. Mrs. Hardy, at the midnight hour, dressed, left her sleeping child in bed and herself inspected the south of the section in the darkness, making the three miles alone, returned home and had a warm breakfast waiting for her husband on his return at daybreak. What changes in 60 years!

Since some of this matter has been put in type there have come to hand some facts which might have been written differently had I known the real circumstances. For instance: The Lady of the Lake was sunk at a point near Glendale, and not at Lakeport; J. Fred Leonard, postmaster at Woodsville, writes that the last he knew of Henry Simpson he was

running a baggage car between Omaha, Neb., and Denver, Colorado. Charlie Sanborn, an old time engineer, is now running on the A. T. & S. Fe., between Kansas City and Newton, Kan. Ed. Buckley is still working for the Boston & Maine and resides at Concord. Charles Rowen, a freight conductor 65 years ago, was one day cautioning a brakeman about overhead bridges, and before night he himself was struck by a

Frank E. Clifford was the first engineer to run a locomotive to Fab-yans. The boys of those early days all respected Frank Clifford, for he was a good and faithful man. He learned railroading here in the mountains and in after years went to running on the New York Central and resided at Buffalo, N. Y. On July 1, 1919, he lost his life in a wreck in which 11 others were killed at Dunkirk, N. Y. A press dispatch



CHOCORUA--Pet Engine of the B., C. & M. Forty-five years ago.

bridge and killed. Frank Swasey, whose name has several times been mentioned with the old employees, is now residing at Laconia. Swasey drove an ox-team and distributed the rails between Wing Road and Fab-yans. I have many times listened to my father tell of those days when he was helping to build the "extension." As I used to sit on his knee and listen to those "bedtime" stories, little did I realize that some day I would write a history of the days of wood burners and hand brakes. Those days and years are left far behind in the progress of time which is so swiftly passing. Newton Newkirk once said, "How time ske-daddles."

in part said: "Engineer Clifford of the New York Central's Western Express desperately tried, according to his dying statement, to avert the rear-end collision with train No. 41, which caused the deaths of 12 persons, the serious injury of 18 others and slight cuts and bruises to as many more. The air brake failed to work, the engineer declared. Witnesses said that the siren was still screeching for the hand-brakes when the Westerner, going 50 mile an hour, plowed into the rear coach of No. 41. Engineer Clifford stuck to his post to the end. He was dying when his body was taken from the wreck of his engine. 'The brakes wouldn't hold; they wouldn't work,'

he gasped just before he died. The finding of a body, apparently that of tramp, wedged in the wreckage back of the tender, is the basis for a theory that a man stealing a ride on the blind end of the baggage car, accidentally or deliberately turned the cock rendering the air brake useless throughout the length of the train."

Albert A. Kidder, a retired merchant of Meredith, was in my office a few days ago and I found him a jolly good fellow of the old B., C. & M. days. In a recent letter he says in part that he started with the B., C. & M. in 1869, as newsboy. "Peddler Boy," as he was known. To pay for his job all he had to do was carry a can of drinking water through the trains. He tells me he would leave Meredith for Concord in the morning, making two round trips a day. Down with Tom Robie in the morning as conductor, Patch Clifford, engineer, Fred Clifford (his son) fireman; back to Meredith on the noon or mail train, with Sid Russ, conductor, Bogy Drake, engineer, George Hutchins, fireman, Will Rollins, baggage master, and George V. Moulton, brakeman. The second trip would be with Sid Russ as conductor, Dave Furgeson, baggage master, Ed. Mann, brakeman, Henry Little, engineer, and Frank Swasey, fireman. The last trip of the day was on Roby's train. Tom Robie was conductor, George Dow, baggage master, Patch Clifford, engineer, and his son, Fred Clifford, fireman. In this way he came in contact with every passenger on the road traveling on those four trains. He kept this up for three years, and then left to attend school. Kidder says 'that good friend of mine' Mr. Dodge, enquired what I was going to do after getting through school, and said if I wanted to railroad, come to him. So in 1875 Mr. Kidder was placed in charge of the first parlor car the road ever owned and on its first trip.

This car was named "Plymouth." Mr. Kidder remained with the old road for a number of years and knew everybody connected with it in the '70s. He tells me how he used to take pride in going into Dodge's, Whittier's and Rodger's office at Plymouth and turn in his reports and cash. He tells how Sid Russ would find fault if a link was too long, as he was short legged, and would often say, "Sonny, sing out Mosquito Bridge" (now Winnisquam). However, Sid was good to all the boys. The writer of these pages can remember the kindness of Sid Russ with fond recollections when he was knee high to a grasshopper.

Warren, N. H.,

Friday, July 11, 1919

Mr. Caswell. In today's News I read that you wanted to get in touch with Henry Simpson. I am quite sure that he died many years ago. He went West more than 40 years ago and I am sure he died in Wyoming. Frank Simpson, a brother of Henry, married Cairra Page, a sister of Mrs. Burleigh's. The mother of the Page girls was a sister of Aunt Ruth Harriman, they being sisters to my grandmother. Has anyone given you information of William Simpson, another brother, who was station agent at East Haverhill 45 years ago? He sold his property at auction (where Mrs. Henry Dearborn now lives) and went to Larami, Wyo., in October, 1876, and died the next June from drinking cold water. His wife was Laura Jenkins, a sister of the late Robert Jenkins, who used to deal in granite at Haverhill. Their father was "Wash" Simpson, who was one of the first conductors on the road. His father was Greenleaf Simpson, an old stage driver from Boston to the North Country. Charles Simpson died at East Haverhill many years ago. Henry Simpson was a soldier in the Civil war

and married a girl from the South. I have her recipe for making rum pickles. Think of it! Your series of letters was running when I became a subscriber so I wonder if you have date on Sidney Davis, his brother, Frank Davis, Neil Cutting, Leonard Crouch, Fred Nason, who broke for Moody Marston. There was Henry Corliss, Chauncy Bryant and Caleb Burleigh. I knew all these I have mentioned and many others. There was Johnnie Ayer, a brother of Charles at Plymouth. their mother being one of Aunt Ruth's family. As long ago as I can remember Frank Cutting was section boss at East Haverhill. His son, Frank later was on the road, I think, as station agent. I think your book, as I understand it to be, will be very interesting.

MRS. A. B. PERRY.

Elkhart, Ind.,
July 30, 1919

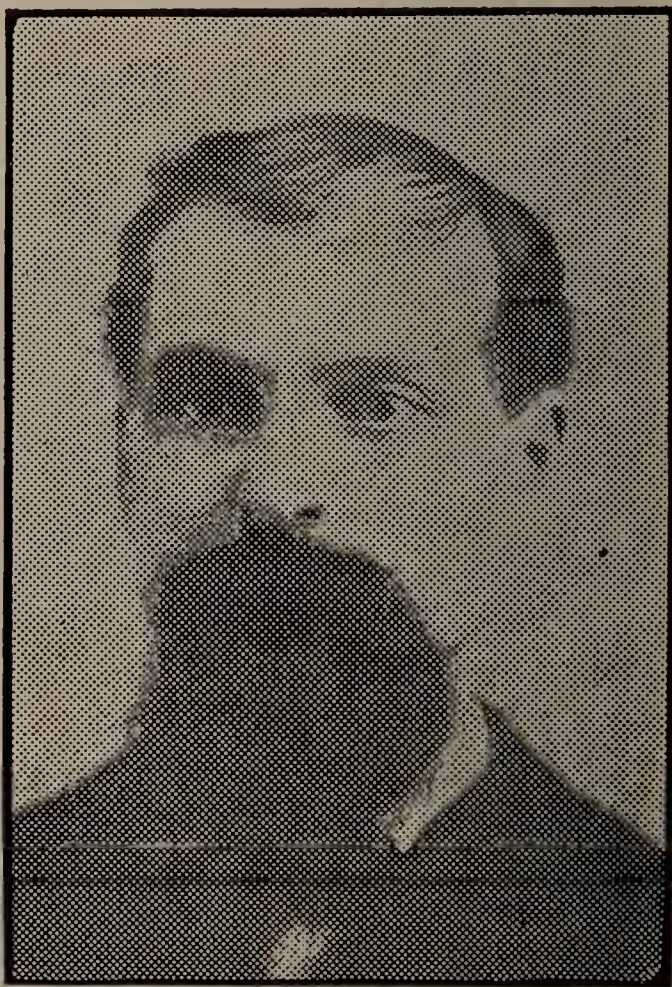
Mr. C. E. Caswell:

Dear Sir: Please accept thanks for the papers you sent to me. I was glad to see in it the pictured face of your father. It is a good likeness of him, and a bright fellow he was. I thought a great deal of him. I am sorry he has passed away for he was not old.

I could have told you a great deal more about the B., C. & M. road and of the boys that worked on it when I did, could I have seen and talked with you, or if I had been feeling well. There are only a few on the road now who were there when I worked. Some that fired for me are there yet and I am glad that I have had the privilege of reading about them and seeing the pictured faces of some of them, as James W. Foster has sent the papers to me.

Did your father ever tell you of the wild ride some of us took over the summit with a load of mast logs? Conductor Ezra Mann, and I as engineer, and Charlie Hoyt, fireman,

went to Littleton with engine Laconia and got 24 cars loaded with mast sticks and hauled them to Woodsville. George Furgeson shoved us over the hill from there with the mail train engine. When we got to East Haverhill we asked Mr. Dodge to let him go to Warren with us as we had only three brakes, but he said "No," that the way freight was in on the side track and



J. WESTON LYONS
One of the B., C. & M. Engineers

would remain there until we passed through. We broke two of the brakes just after passing Week's crossing. That left us with just the caboose brake, behind. We went through Warren 50 miles an hour and did not stop until we got half way to Wentworth. Charles Hoyt would look at me and I at him. I told him that my wife would be left

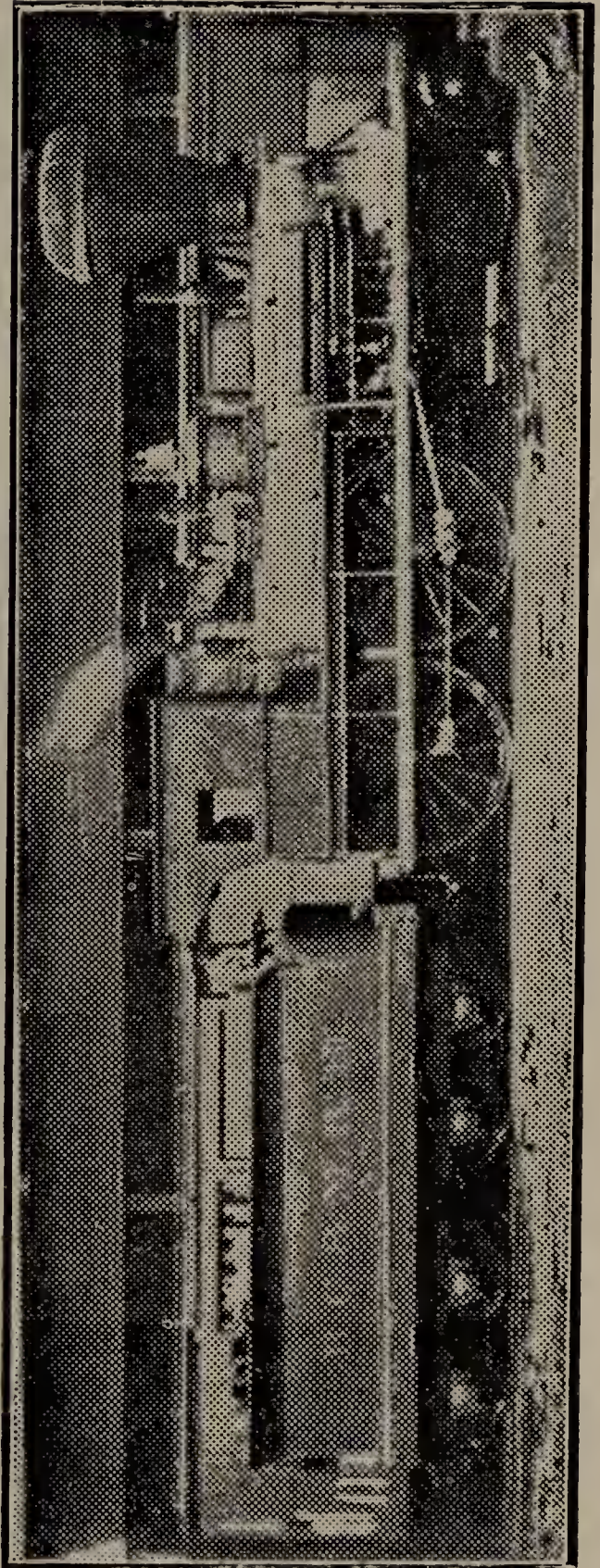
a young widow, as we had not been married long then. We made out to get to Rumney, there we broke into the depot and got wood enough to take us to Plymouth; also shoveled snow into the tank and melted it with the blowback to get water to take us there. We left the load of masts at Plymouth and returned to Woodsville with engine and caboose. Ezra Mann told us at Plymouth the lumber men (the Brown's) were hanging on to the box on top of the caboose while the train was racing down the summit and praying that they would land safe somewhere at the foot of the summit. We broke three frogs in Warren yard that night. What great risks the boys run with those old engines and freight car brakes, but we did not realize our danger, knew our duty and tried to do it well.

Yours sincerely,

J. WESTON LYONS.

F. D. Gourley, now traveling passenger agent for the Boston & Maine, was in the early railroad days a barber at the Fabyan house. Later he became connected with the B., C. & M., and since has made railroading his life profession. William Gibson and George Spaulding were B., C. & M. men who are working at the present day, both being engineers on the mountain road.

Edward J. Large is a present day freight conductor, who has always proven a good railroad man. He was raised in Haverhill and has an unusually good reputation as a citizen and railroad employee. We almost forgot to mention Fred Robshaw, who has become a part of the freight system of today. He started in "climbing the ladders of the old B., C. & M. box cars" and has always kept in practice and has proven a good man for the several roads which have succeeded the old system.

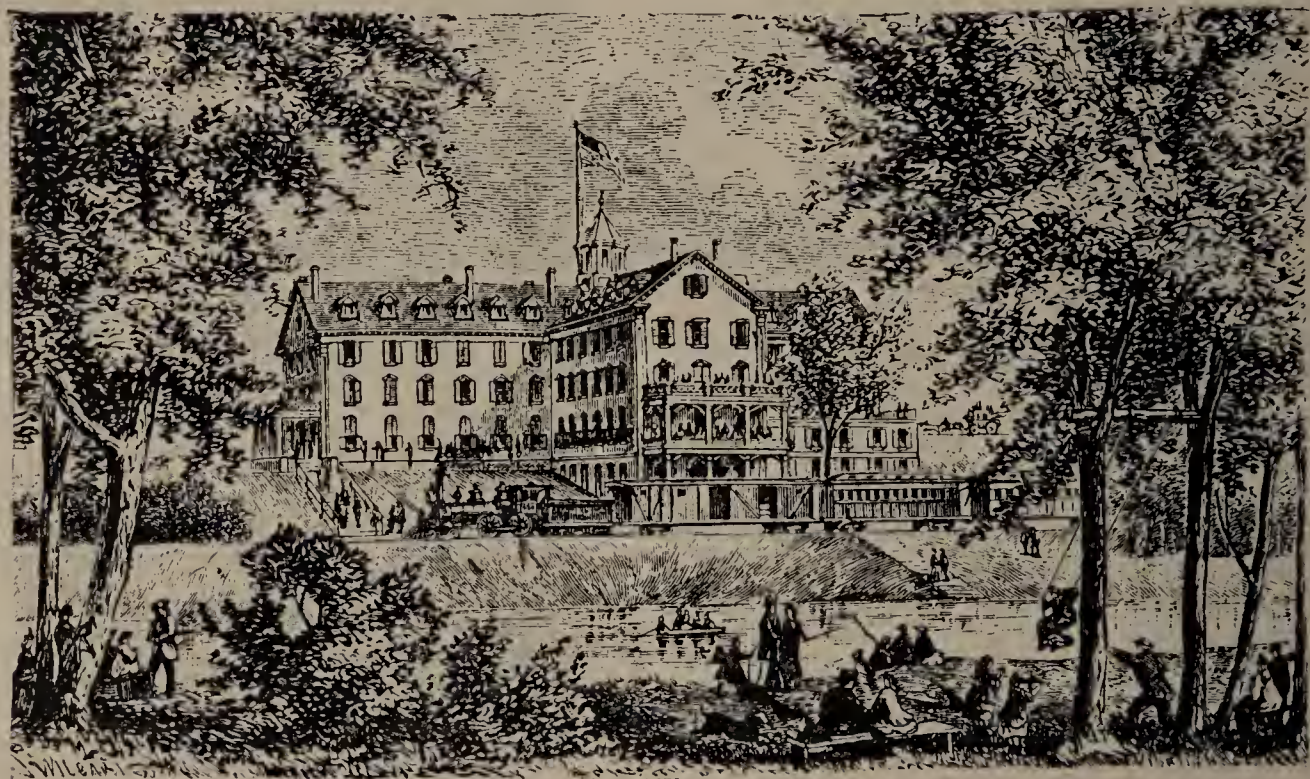


PETER CLARK

One of the old engines. This machine had the drop-hook coupling. The name was beneath the stack.

Elsewhere in this book appears a letter from A. J. Mooney of Salem, Mass., who is one of the oldest conductors on the road today. Al. Mooney has seen much of this country, as for years he conducted overland tours. It was back in 1882 he took a leave of absence from the B., C. & M., and made his first trip for Raymond & Whitcomb with a per-

conductor on the P. & F. N. R. R., from Bethlehem Junction to Bethlehem street, and practically had charge of the narrow gauge road during those years. For 29 successive years after his return from the South, during the months of September and October, he made regular personally conducted excursions to Washington, Atlantic City,



THE OLD PEMIGEWASSET HOUSE

Owned by the B., C. & M.--This picture is inserted by W. H. Mathews, Boston, an employee of the house thirty-five years ago. (See page 121.)

sonally conducted tour to California. About the year 1885 he went down South as conductor of a sleeping car for Lewis & Alden of New York, where a little later he was made general passenger agent of one of the Southern railroads, but owing to the climate not agreeing with his health, he returned to New England and went to work for the Concord & Montreal as passenger conductor. For 12 successive seasons he was

Montreal, Quebec, Niagara Falls, the White Mountains and other points, "known as Mooney's personally conducted tours." Mr. Mooney made the trip to the summit of Mt. Washington with Dr. Ordway of Lawrence, Mass., who ran the first excursion up the mountain.

Harvey Titus and Jim Jones were two men well known in their day and helped to make railroad history 40 years ago.

For 18 years George L. Wilson was station agent at Haverhill. Wilson could not telegraph and his daughter, Carrie, did the operating for seven years. She is now Mrs. Harvey Large of Haverhill.

Joseph Mooney, a younger brother of I. F. and A. J. Mooney, made his start on the old B., C. & M. as brakeman for W. J. Morrison and O. R. Farror, old time freight conductors, and later went West and made good as conductor on the Union Pacific railroad, where for the last 25 years has runs from Denver to Cheyenne and North Platte. He lives in Denver and has a large ranch a few miles out.

Here is a letter from an old passenger conductor I well remember in my boyhood days. I recollect often hearing my father and mother speak of George V. Moulton as being a "good man." As I got older I found this to be true and shall remember George Moulton as long as I live. Mr. Moulton is unable to give any dates in his letter, but it is exceedingly interesting nevertheless, and for a man of his years is well written. Mr. Moulton has passed four score years and must have commenced railroading more than fifty years ago.

Laconia, N. H.
June 16, 1919.

C. E. Caswell:

Dear Sir:

Have been very much interested in the letters published about the old B., C. & M. and will try and add my bit.

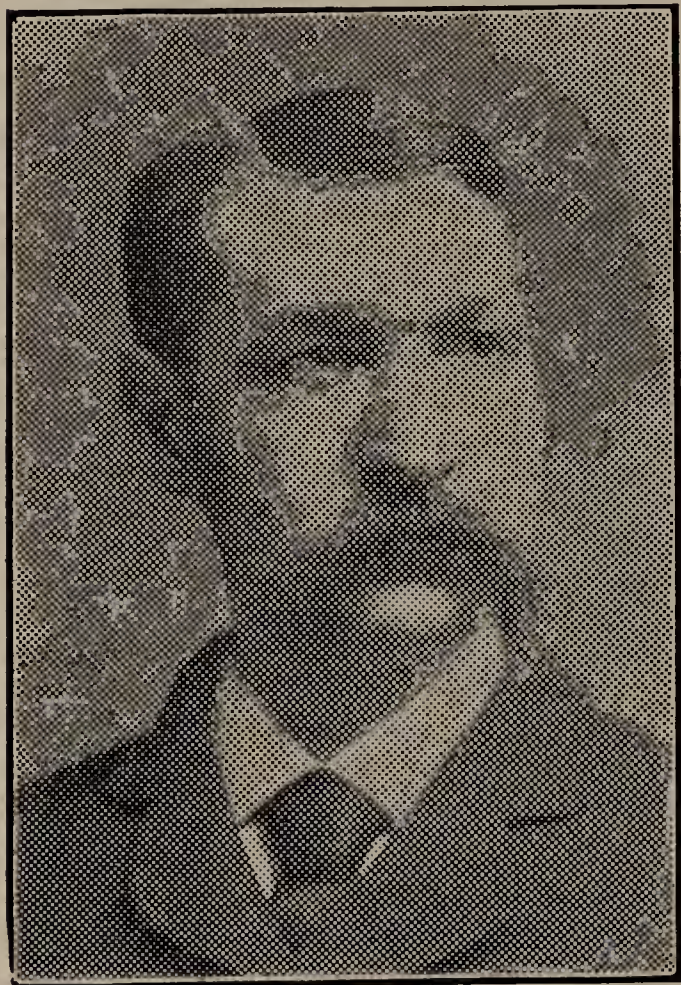
I cannot give dates. But commenced brakeman between Lake Village and Plymouth. On my arrival at Lake Village the first day, the conductor, Natt. Batchelder, told me I would have to go with an extra to Concord. I had never been over this road; it was my first time into Lake Village. While waiting for Roby's

train to come up I walked down to the head of the train where I met the engineer who was Ralph Adams. I asked him if he was to take the train to Concord? He informed me he was; I told him I was to be conductor and brakeman and had never been over the road. He looked at me and said, "Be careful and not get your d—d head knocked off on the bridges, and hold the Red Lantern where I can see it." After the arrival of Roby's train we started. I was perched on the top of a box car with a lantern in each hand. Believe me, when we passed under the bridges it made me shiver. After a few weeks between Lake Village and Plymouth I broke from Lake Village to Woodsville; then after a few months from Lake Village to Concord. When they commenced the extension from Littleton, Mr. Dodge sent John Butler up there to run the construction train and he promoted me as freight conductor, running between Woodsville and Boston, four days for this round trip. I was there two and a half years. When Charles Simpson left the road and went to farming at East Haverhill, Mr. Dodge transferred me to a passenger train, running from Littleton to Boston. Baggage man from Littleton to Plymouth, brakeman from there to Boston via Nashua and Lowell. Bill Rollins conductor, Littleton to Plymouth, Sid Russ, conductor from Plymouth to Concord.

After the death of Rollins, Mr. Dodge promoted me to conductor to run from Lancaster to Plymouth which I did twelve years down and back every day for \$60 per month, no extra pay but lots of extra time. I think I lived in Littleton about two years while they were building the road through to Lancaster and then I moved there. Run from Fabyans to Concord two seasons.

Well I rembmber after the P. & O. was built from Fabyans to Portland

running excursion trains to Upper Bartlett. Mr. Dodge put me on to run them from several points on the road. The fare was one dollar for the round trip; and such crowds we used to get! I made twelve trips one Fall, and ten the next. Great times for excursions in those days. After the death of Col. Alden Lorimo who was agent at Lit-



GEORGE V. MOULTON

leton my good and true friend Ed. Mann persuaded me to leave the train and go there as agent which I did and acted as agent two years then left the road.

Those were good old days for railroad men, all except the pay. We were all as one great family if either one got in trouble all the others tried to help him out. I well remember how when we had trouble we would tell Sid Russ and he would

listen to the story and if we were not in the fault would say I will go over and see the captain (Mr. Dodge) and would say the boy was not to blame, that would be the last of it.

I still have my trunk which I carried for a good many years which was a present from Mr. Charles M. Whittier. It is the same today as it was the day I left the train; many things in it, that remind me of my old days of railroading. In looking over an old Diary I find that in the month of October 1874 I collected and turned in to the office at Plymouth \$987.85 cash collected for fares on the train, an old time table 1867, 1870, and many other old relics.

I can think of many things that happened in those days that I would like to talk about but don't think they would look well in print.

Will close by saying I am now living one mile from the station at Laconia, N. H. on a five acre farm. Would like to hear from any or all of the R. R. men who may read this.

Geo. V. Moulton.

I am certain what Fred C. Sanborn has to say will prove mighty interesting reading to the railroad men of today, to say nothing of the old boys of forty years ago who are now living, as well as the public in general. Mr. Sanborn's letter is worthy of a place in any railroad history, and I was pleased to receive it and give it to the world as follows:

Lakeport, N. H.

April 7, 1919.

Dear Friend Caswell:

Your papers sent me from week to week, containing letters from the old B., C. & M. men, have been read with much enthusiasm and greatly enjoyed, so now I will endeavor to do my bit by adding one more letter.

I will begin by writing of the days back in the winter of 1873 and '74 when I was driving two horses with

dump carts attached, building the road from Twin Mountain station to Fabyans.

Only a few are living now who took part in the grading, and laying of the rails to the Fabyan House. However, it was my good fortune to distribute the spikes, (in company with Harvey Dexter,) that laid the first rails to the Fabyans. Dexter in after years was killed in the Hoosac Tunnel.

The road was completed on the 19th of June 1874, if I remember correctly. On the day of completing the laying of the rails, Mr. Fabyan, then an old man, came out to greet us with several pails of ice cold lemonade which disappeared very rapidly, it being an extremely hot day.

On a trip with my auto through the mountains a year ago, I stopped at the Fabyan House, and my thoughts ran back to the time when the rails were first laid there, great changes having taken place meanwhile.

Right here I wish to say that the old engine, Peter Clark, was the first engine that ever poked her nose into the Fabyans. Frank Clifford was the engineer, and Dan Dolloff, the fireman. This engine was used to push two or three flat cars every day, loaded with ties, rails, spikes and other material used in building the road.

Trains began running regularly to Fabyans about July 1, 1874.

Mr. Edward Plaisted was the man who had charge of laying the rails, and grading the road. He left the road in the fall of 1874, and went to Columbus, Ohio, where he died a few years ago. Possibly M. E. Cummings will remember Mr. Plaisted, as at that time, his family lived in the tenement of the depot at Woodsville.

The trainmen on the Wing Road branch that summer were Hi Moulton, conductor, and also had charge of the branch. Ira Wallace was his baggage master, and soon afterwards went to California to live. John Boynton was engineer, with Fred Whiting, fire-

man. The engine was McDuffy. One part of the White Mountain express ran to Fabyans, the other through to Lancaster, with George V. Moulton, conductor, who is living at the present



FRED C. SANBORN.

time in Laconia, directly across Lake Opechee from my home

Harrison Sargent ran a parlor car between Fabyans and Boston, and was conductor of the White Mountain express on the Wing Road Branch.

Mr. Woodman, familiarly known as "Grey Eagle," ran opposite him with L. K. Ford, and G. E. Cummings, brakemen (by hand) from Fabyans to Boston, air brakes not being in use at that time. Some job for brakeman—as compared with today!

The engine that took the express up and down the branch was the "Lady," with Frank Burleigh, engineer, and

who is still running an engine between Concord and Woodsville. George N. Piper was fireman.

An old man by the name of Wescott used to saw wood by hand for the use of these two engines, McDuffy and Lady, at Wing Road. David Furgeson was conductor on the mail train between Lancaster and Plymouth, every day. J. C. Badger was baggage master on the mail train with him. I remember at that time the White Mountain express and the Montreal express were run as one train to the White Mountains. The late E. F. Mann was conductor of the Montreal express which consisted of a combination car and coach which went to Woodsville, and the White Mountain express ran through the Y.

In those days, Mr. Dodge and Mr. Lyon were often seen at the Fabyans, as the road was new and many things necessary to be done for the improvement of the service.

The "Grand Old Man" John Varney of Tilton, use to collect toll at the toll gate on the turnpike from Fabyans to the base of Mt. Washington.

Some of the boys have had much to say about the engine Marshfield being renamed "Granite State." I remember when the White Mt. Express was put on, the Marshfield came up with it to Twin Mt. Station, that being as far as they could go at that time. Bobby Randall, engineer, and Jed Bean, fireman. Bean was sick, and I made one trip to Wing Road and return for him. Bobby told me the Marshfield was too large for the branch, that it would surely be off the track around some of the curves. He said he should tell Ralph Adams the Lady ought to run up the Branch. In a day or two The Lady appeared on the Branch.

Perhaps I said too much about the Branch, but as that was my first experience in the railroad game, thought a little history about one of the connecting links to Mt. Washington, might be of interest to the readers.

Later years found me a freight conductor on the old B. C. & M., and afterwards a passenger conductor.

When the lease of the C. & M. to the B. & M., on June 29, 1895, my crew, which consisted of Bobby Randall and fireman, Irvin Way, baggage master, and myself, conductor, were transferred to the Northern Division, then to the Western, and at the present time I am with the Portland Division.

Have been running from Laconia to Dover for 23 years.

When I first went to the Northern Division, I felt like a school boy driven from home. I went among railroad men I had never known, but found them to be of the same good quality as those I had left behind on the old B. C. & M.

Mr. Randall and I ran together between Laconia, Alton Bay and Dover 19 years (a long time for an engineer and conductor to run together.) Mr. Randall was the first engineer with whom I made a trip as freight conductor. His last trip before he retired on a pension was made with me. strange coincidence. The poor fellow lived only a short time to enjoy his pension.

Upon his retirement, the crew that he had run with presented him a fine goldheaded cane. The old man was greatly affected upon receiving it.

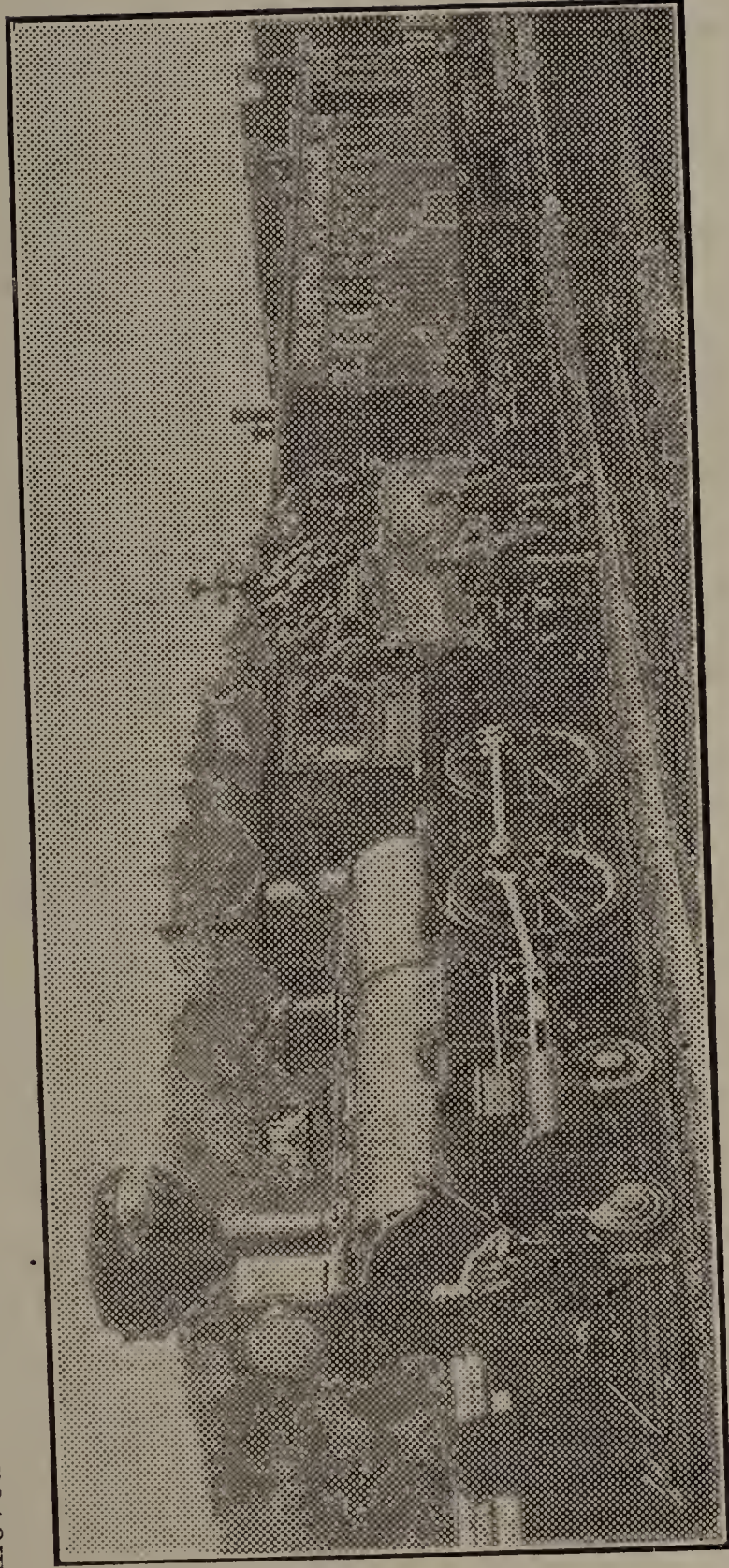
Time has brought about many changes on the old B. C. & M. Many of my dear friends, as Stonewall Jackson said "have passed over the River and are resting under the shade of the trees, waiting for the rest of us to come over." It will not be long, for those that were the young men 35 or 40 years ago are getting to be the old men of today.

Very respectfully yours,

F. C. Sanborn.
Conductor Portland Division.

Conductor Eugene B. Lane of Berlin sends me a picture worthwile, showing a logging train crew of about 33 years ago. The car to which the locomotive is attached is B., C. & M., No. 1 This was originally a passenger coach, one of the nicest cars the road owned. When the "Shoe-Fly" was put on this car was taken into the shop, a door placed in one end, a few seats removed and a partition built, making

a combination baggage and passenger car. The first "night express" as it was called along with the name "Shoe-Fly," was a one-car train, and resembled very much in appearance the train shown in the picture. The one-car train known as the "Shoe-Fly" made its first trip drawn by William Kimball as engineer; Peter Hines, conductor, and Henry White, brakeman and baggage master.



The first midnight express, known as the "Shoe-fly" was a one-car train. This picture shows the outfit about at it first appeared. The identical car, with an engine which for years hauled the mail train.

Finale.

Probably but few who have read these pages realized if it had not been for a certain woman they never would have been written. That woman was my mother. Her sainted picture has been on my desk for years,



CHARLES ED. CASWELL

and I often call her back to earth in gratitude for training a young life when my steps were short.

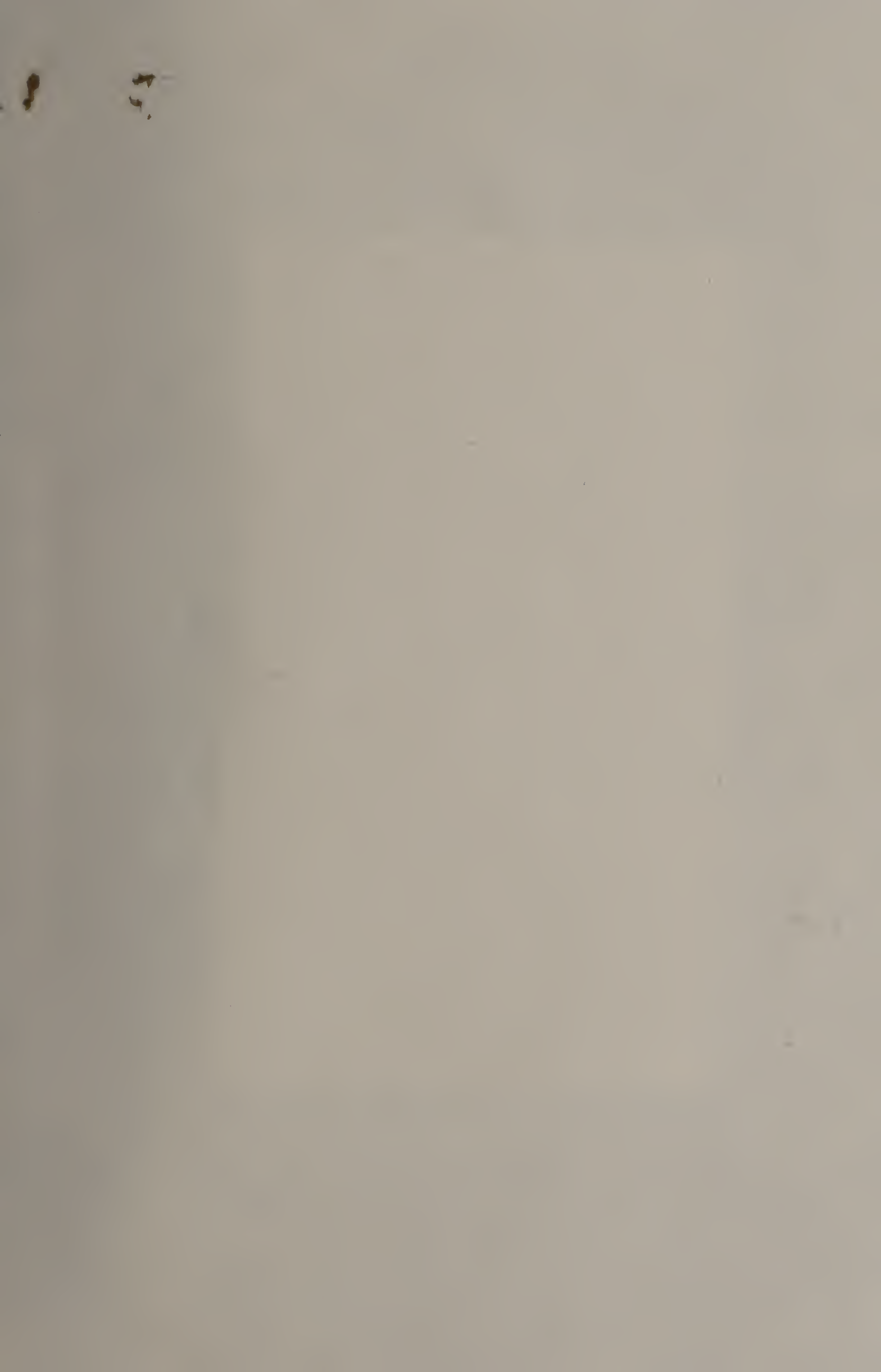
In closing this little history which others and myself have so much enjoyed preparing that coming generations may in a degree realize what railroading was like when railroading was new, it is hoped those who read

these pages will square their lives, as did the many faithful workers of the old road of which you have been reading, who "builded better than they knew."

I looked out of my office window a few nights ago as the midnight express was going up the hill on its way from the Atlantic to the Pacific, and at that midnight hour came to my mind thoughts of days and years long past when the old B. C. & M. trains so laboriously climbed over the hills and through these valleys, on the same right of way, and the faithful hands which pulled the throttles of the old wood burners when railroading was new in this country.

Those men did their work well and one by one as the years came and went, their mortal bodies were consigned to earth to rest from their labors, having "builded better than they knew;" and though their ashes rest beneath the sod in various towns and hamlets along the road which they helped to build, I could not help but thinking they are not dead but living on in a mighty theater of action transmitted down to the present day and their influence will go on and on to benefit the world and coming generations, growing in magnitude as the years shall come and go; and may we each and all improve upon the knowledge handed down from those railroad men who "builded better than they knew," in the days of the old B. C. & M.

C. E. Caswell.



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